

MINISTRY OF TRANSPORT AND INFRASTRUCTURE

ORDER

No _____
of _____

approving the Regulations on the individual approval, issuance of identity card and certification of authenticity of road vehicles - RNTR 7

Having regard to the Report of the Directorate for Road Transport No of, submitting for approval the Order of the Minister for Transport and Infrastructure for the approval of the Regulations on the individual approval, issuance of identity card and certification of authenticity of road vehicles – RNTR 7;

Taking into account the provisions Article 17(4) of Government Ordinance No 78/2000 on the approval, issuance of the vehicle identity card and certification of the authenticity of road vehicles for placing on the market, making available on the market, registration or licensing in Romania, as well as market surveillance for them, approved with amendments and additions by Law No 230/2003, as subsequently amended and supplemented;

Pursuant to Article 9(4) of Government Decision No 370/2021 on the organisation and functioning of the Ministry of Transport and Infrastructure, as subsequently amended and supplemented;

the Minister of Transport and Infrastructure issues the following order:

Article 1. - The Regulations on the individual approval, issuance of identity card and certification of authenticity of road vehicles – RNTR 7, set out in the Annex which forms an integral part of this Order, are hereby approved.

Article 2. - The Autonomous Administration Authority ‘Romanian Automotive Registry’ shall implement the provision of this Order.

Article 3. - On the date of entry into force of this Order, Order of the Minister for Transport, Construction and Tourism No 2132/2005 for the approval of the Regulations on the individual approval, issuance of identity card and certification of authenticity of road vehicles – RNTR 7, published in the Official Gazette of Romania, Part I, No 1160 of 21 December 2005)as subsequently amended and supplemented, is repealed.

Article 4. - This Order shall be published in the Official Gazette of Romania, Part I.

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This Order was adopted in accordance with the notification procedure laid down in Government Decision No 1016/2004 on measures for the organisation and exchange of information in the field of technical standards and regulations and rules on information society services between Romania and the Member States of the European Union, as well as with the European Commission, as amended and completed.

MINISTER FOR TRANSPORT AND INFRASTRUCTURE

Regulations on the individual approval, issuance of identity card and certification of authenticity of road vehicle, as well as the issuance of the technical certification for self-propelled machinery and slow vehicles - RNTR 7

CHAPTER I - General provisions

Section 1 - Purpose and scope

1. These Regulations provide:

- a) the procedure for granting individual national approval of road vehicles;
- b) the procedure for issuing the identity card of road vehicles;
- c) the procedure for certifying the authenticity of road vehicles;
- d) the procedure for issuing the technical certificate for self-propelled machinery and slow vehicles;
- e) the technical conditions applicable for the granting of national individual vehicle approval;
- f) the technical conditions applicable for the issuance of the technical certificate for self-propelled machinery;
- e) the technical conditions applicable for the issuance of the technical certificate for slow vehicles.

2. These Regulations shall apply to the individual approval of the following categories of road vehicles:

- 2.1. motor vehicles and their trailers of M, N or O category of approval;
- 2.2. agricultural or forestry vehicles of T, C, R or S category of approval;
- 2.3. two- or three-wheel vehicles and quadricycles of L category of approval;
- 2.4. slow trailers for transporting persons of the RLP category of use.

3. The categories referred to in paragraph 2 shall be those defined by the relevant national legislation or EEC/EC/EU legislation in force on the date of manufacture of the road vehicle or on the date of the modification in their construction, if this changes the approval category of the road vehicle.

4. The individual approval is optional, at the request of the applicant, for the following road vehicles:

- a) vehicles designed and manufactured primarily for use in construction sites, quarries, ports or airports;
- b) vehicles designed and manufactured or modified for use exclusively by civil protection services, fire fighting services and public order forces;
- c) self-propelled machinery;
- d) prototypes of road vehicles used in road traffic under the responsibility of a manufacturer in order to carry out a specific test programme, provided that they have been specially designed and manufactured for that purpose;
- e) vehicles intended exclusively for sporting competitions.

5. The individual approval of road vehicles referred to in paragraph 4(a) to (c) shall apply if they can be classified in the categories referred to in paragraph 2 and subject to the same technical conditions.

6. Administrative provisions and technical requirements applicable to EU individual approval of new vehicles mentioned in subparagraph 2.1 are as set out in:

- a) Regulation (EU) 2018/858;
- b) Implementing Regulation (EU) 2020/683.

Section 2 - Definitions and abbreviations

1. For the purposes of these Regulations, the following shall apply, as appropriate:

a) the terms defined in Government Ordinance No 78/2000 on the approval, issuance of the vehicle identity card and certification of the authenticity of road vehicles for placing on the market, making available on the market, registration or licensing in Romania, approved with amendments and additions by Law No 230/2003, as amended;

b) the terms defined by national legislation, ECEC/EU legislation or relevant UNECE legislation in force on the date of manufacture of the road vehicle or on the date of the modification in their construction, if this changes the category of the road vehicle;

c) the following terms, which have the following meaning:

i) *vehicles combination* - an assembly consisting of a towing motor vehicle and one or more trailers or consisting of a towing motor vehicle and a semi-trailer;

ii) *document of origin* - the vehicle registration certificate and the vehicle acquisition document by the person making the intra-Community acquisition;

iii) *identifiers* - information on the identity of a vehicle applied on it (identification number, engine series, manufacturer's plate, labels and/or markings)

iv) *vehicle identification* - activity through which the Romanian Automotive Registry RA assesses the status of the identification elements of a road vehicle and sets out its constructive characteristics;

v) *national individual approval of a used road vehicle* - the procedure by which the Romanian Automobile Registry RA certifies that a particular used road vehicle complies with the relevant administrative provisions and technical conditions laid down in these Regulations;

vi) *notified technical service* - technical service notified to the European Commission by a Member State of the European Union or a technical service notified to the General Secretariat of the United Nations Economic Commission for Europe by a Contracting Party to the Agreement of the United Nations Economic Commission for Europe concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted to and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions, as appropriate;

vii) *applicant* - the person presenting the road vehicle, the slow vehicle or the self-propelled car with a view to performing a service;

viii) *state of origin* - the state where the road vehicle, slow vehicle or self-propelled machinery was manufactured or registered before making it available on the market in Romania;

ix) *historical vehicle (vehicle of historical interest)* - a vehicle which simultaneously meets the following conditions:

- was manufactured or registered for the first time at least 30 years ago;
- its specific type as defined in European Union law or in the relevant national legislation, where applicable, is no longer in manufacture;
- it is well preserved and maintained in its original state and has not undergone any substantial change in the technical characteristics of its main components;
- has an attestation of historical vehicle, issued by Retromobil Club Romania. Retromobil Club Romania documents the criteria and procedure for issuing the historical vehicle certificate and maintains in its computer records information for each issued certificate.

2. The following abbreviations are used in these Regulations:

a) ABS - a system to prevent wheel locking when braking;

b) EC - the European Community;

c) EEC - European Economic Community;

d) CIV - the identity card of the vehicle;

e) CoC - certificate of conformity;

f) ELR means a test cycle for pollutant emissions of a C.I. engine (compression ignition engine) consisting of a sequence of dynamic loads at stabilised engine speeds and specified by Directive 88/77/EEC as amended by Directive 1999/96/EC;

g) ESC - test cycle for pollutant emissions of a C.I. engine consisting of 13 points of stabilised engine regime and which is specified by Directive 88/77/EEC as amended by Directive 1999/96/EC;

h) ETC - the transient test cycle specified by Directive 88/77/EEC as amended by Directive 1999/96/EC;

i) CNG - compressed natural gas;

j) LNG - liquefied natural gas;

k) LPG - liquefied petroleum gas;

l) ITP - periodic roadworthiness test;

m) C.I. engine - compression ignition engine;

n) SI engine – spark-ignition engine;

o) MTI - Ministry of Transport and Infrastructure;

p) OEM - manufacturer of auto products of origin;

q) UN – the United Nations;

r) RAR - Romanian Automobile Register RA;

s) RNTR 1 - Regulations on periodic roadworthiness testing of vehicles registered or licensed in Romania;

t) RNTR 2 - Regulations on the type-approval and issuance of the identity card of road vehicles, as well as the type-approval of the products used in them;

u) MS - Member State(s) of the European Union;

v) EU - the European Union;

x) VIN - vehicle identification number;

y) WHSC - the world-wide harmonised steady-state test cycle specified in Regulation (EC) No 595/2009;

z) WHTC -the world-harmonised transitional test cycle specified in Regulation (EC) No 595/2009.

3. For the purposes of these Regulations, the term *tyres* means *rubber tyre* mentioned in the Order No 26/36/542/2016 of the Minister for Transport, the Minister of Interior and the Minister for Public Finance for approval of the Instructions on the vehicle identity card, as subsequently amended and supplemented.

4. Annex 1 to the Regulations provides the list of normative acts and standards referred to in these Regulations.

CHAPTER II

National individual approval

Section 1 - General provisions

1. By the national individual approval, hereinafter referred to as *approval*, RAR certifies that a particular road vehicle, whether unique or not, complies with the relevant administrative provisions and technical requirements set out in these Regulations.

2. In the case of a vehicle which is compliant with the technical approval conditions provided for in these Regulations, RAR issues a national individual approval certificate for it.

2.1. For the national individual approval certificate, model E, provided in Annex III to Implementing Regulation (EU) 2020/683, is used *mutatis mutandis*.

3. The categories of use of road vehicles are those defined in RNTR 2 in force on the date of manufacture of the road vehicle or on the date of the modification in their construction if this changes the category of use of the road vehicle.-

4. The criteria for the classification of road vehicles by approval categories shall be those defined by the relevant national legislation or EEC/EC/EU legislation in force on the date of manufacture of the road vehicle or on the date of the modification in their construction if this changes the category of the road vehicle.

5. The maximum speed of road vehicles, the power and cylinder capacity of the engine that are entered in the CIV shall be as indicated by the manufacturer.

5.1. For motor vehicles of categories M and N, fitted with a speed limiter or integrated speed limitation system, the CIV shall contain the maximum speed which cannot be exceeded constructively due to the speed limiter or integrated speed limitation system and which is set out in the technical documents submitted by the applicant for approval/issuance of the CIV.

5.2. The engine cylinder capacity is as defined by Directive 70/220/EEC, Regulation (EC) No

692/2008 or Regulation (EU) 2017/1151, or that provided for in the technical documents submitted by the applicant for approval/issuance of the CIV.

5.3. In the event of finding major inconsistencies between the technical characteristics of the road vehicle and the data indicated by the manufacturer and/or the data in the technical documents submitted by the applicant for the CIV approval/issuance, RAR may proceed to the verification and, where appropriate, the modification of such data on the basis of documents, trial or testing reports.

6. In the case of new vehicles holding a EU type-approval, the year of manufacture entered in the CIV shall be that entered by the manufacturer in the corresponding field of the CoC (date of manufacture); if this is not entered by the manufacturer in the CoC, the year of manufacture of the vehicle shall be the year of issue of the CoC.

6.1. For multi-stage vehicles, where the year of manufacture of the base vehicle entered in the CoC differs from the year of manufacture of the final vehicle, also entered in the CoC issued after the final stage of manufacture, the CIV shall contain the existing manufacturing year in the CoC issued after the final stage of manufacture.

6.2. In the case of new vehicles not holding a EU type-approval and in the case of used vehicles, the year of manufacture entered in the CIV shall be the calendar year during which the manufacture of the vehicle was completed.

6.3. For new vehicles which have been manufactured in several stages and which do not have EU type-approval for the final stage, the year of manufacture specified in the Declaration of Conformity of the final manufacturer shall be entered in the CIV.

7. Characteristics and performances not regulated by national regulations, EEC/EC/EU normative acts or UN Regulations shall not be verified by RAR and shall be entered in the documents issued by RAR, including the CIV, in accordance with the data declared by the applicant for approval/issuance of the CIV under his/her own responsibility. Any legal, administrative and/or economic consequences arising from that declaration shall be borne by the applicant for the approval/issuance of the CIV.

8. RAR may grant exemptions from certain provisions of these Regulations, applicable to the approval/issuance of the CIV, when certain requirements imposed cannot be met, in the following circumstances:

a) in the case of vehicles subject to public procurement, where for procedural reasons the acquisition has not been completed before the entry into force of new approval requirements which can no longer be complied with by those vehicles. The applicant for approval must provide documentation showing that, at the date of the award of acquisition, the vehicle fulfilled in full the approval requirements applicable at that time;

b) in the case of vehicles marketed through the National Agency for Fiscal Administration or distributed free of charge by the Romanian State, which were last registered in a non-EU country, when the vehicles do not comply with the pollution standard applicable to used vehicles from third countries;

c) in the case of used vehicles belonging to returnees, where the vehicles do not comply with the pollution standard applicable to used vehicles from third countries, only if the vehicles were owned by them prior to repatriation;

d) in the case of new vehicles purchased in Romania and not yet registered/licensed if at the date of their selling they met the requirements applicable at that time;

e) in the case of vehicles equipped with construction elements intended for a specific/special use, where compliance with the technical conditions is incompatible with that use.

9. For complete, completed, bodied or modified vehicles for use by law enforcement forces (state security forces, police, gendarmerie or border police), civil protection services, fire fighting services (fire-fighters) and other emergency services (ambulance and medical services, emergency aid or rescue services), RAR may grant derogations from the technical conditions laid down in the CIV approval/issuance for the specific/special use design elements, where compliance with the technical conditions is incompatible with that use.

9.1. For approval purposes, the applicant for approval shall provide RAR with a document issued by the competent authority specifying the design elements related to the specific/special use, justifying the granting of derogations from the technical conditions laid down in the CIV approval/issuance.

9.2. Vehicles used by the entities referred to in point 9 may be used for another purpose only after re-approval by RAR. The technical conditions which were in force at the date of manufacture of the vehicle concerned shall apply to the re-approval.

10. The individual approval certificate shall state the derogations granted in accordance with points 8 and 9. The CIV will also summarise the derogations granted.

11. Special purpose vehicles of categories M, N and O shall comply with the types and classification criteria set out in point 5, Part A of Annex I to Regulation (EU) 2018/858.

11.1. A vehicle may be considered to have a special purpose only if the vehicle itself fulfils a function determined by the existence of special adaptations and/or equipment on the vehicle. Where the modification of the vehicle consists solely of adaptations facilitating the transport of special mobile equipment to be used at the place of work detached from the vehicle, that vehicle will not be considered to be of special purpose, since its role is solely for the transport of that equipment.

11.2. In addition to checks carried out in accordance with these Regulations, the requirements for classification in the approval category and specific requirements for adaptations and/or assembly of special equipment contained in the EC/EU type-approval documentation of the base vehicle or its bodywork manual shall be taken into account in the approval of such vehicles. The particulars/derogations concerning the approval of special purpose vehicles set out in Part III of Annex II to Regulation (EU) 2018/858 shall also be taken into account.

12. When applying the EEC/EC/EU normative acts or the UN Regulations provided for in these Regulations, the applicable level shall be taken into account in accordance with EEC/EC/EU legislation in force on the date of manufacture.

13. If, in the application of these Regulations, the year of manufacture of a vehicle is taken into account, the provisions in force on 1 January of the year of manufacture shall apply to the approval.

Section 2 - Approval procedure

1. Approval shall be granted for:

1.1. new road vehicles which not holding a national type-approval granted by the RAR, EU type-approval or EU individual approval, in force, or those holding such an approval and which have been modified prior to registration, licensing or making available on the market in Romania;

1.2. used road vehicles that have not been registered in Romania before, except for those which fulfil all of the following conditions:

a) have been EEC type-approved/EC/EU type-approved or individual EU approved;

b) they were last registered in a MS;

c) have not undergone any modifications in their construction in relation to the data entered in the registration certificate;

1.3. road vehicles which have undergone changes in the technical characteristics referred to in the CIV;

1.4. road vehicles in which their main structural element (body, chassis or frame) has been replaced.

2. Approval shall be granted by RAR in its territorial representations and shall consist of:

2.1. identification of the road vehicle;

2.2. analysis of the approval documentation;

2.3. carrying out the checks and, where appropriate, the tests necessary to assess the fulfilment of the technical conditions provided for in these Regulations;

2.4. performing the technical status checks provided for in the operations plans of RNTR 1;

2.5. granting of the national register number;

2.6. issuance upon request of the applicant for approval of an individual approval certificate;

2.7. the issuance of CIV.

3. Approval shall be granted if the results of the checks and the tests referred to in paragraph 2 demonstrate that the technical conditions provided for in these Regulations have been met.

4. In the context of approval, the determination of the construction characteristics of the road vehicle requires the collection of the information on the road vehicle, its comparison with the RAR database and, where applicable, with the road vehicle documents and their validation.

5. The assessment of whether the technical conditions set out in these Regulations have been met shall be carried out either by checking the approval certificates/test reports issued on the basis of EEC/EU normative acts or UN Regulations, or by assessing whether the requirements set out in Annexes 2 to 7, 9 and 10 have been met, as appropriate.

6. The approval of multi-stage road vehicles shall verify compliance with the requirements contained in the documentation provided by the manufacturer of the base vehicle (bodying manual or manufacturer's declaration).

7. Approval does not involve the performance of destructive tests to demonstrate that the technical conditions have been met; RAR accepts any relevant information provided by the applicant for this purpose (manufacturer's technical documentation or official documents of an approval authority or a notified technical service).

8. A test report issued by a notified technical service for a component, a separate technical unit, or a system belonging to a particular vehicle may be used for the purpose of approval of another vehicle. In this case, appropriate inspection of the technical characteristics of the vehicle shall be ensured by comparing them to those in the test report and the aim is to verify that the vehicle for which individual approval is sought has the same characteristics relating to the installation of the component, separate technical unit or system with those of the vehicle described in the report.

9. Instead of the technical conditions laid down in these Regulations, RAR shall accept any EEC/EC/EU type-approval for systems, components or separate technical units granted in accordance with the provisions of the applicable EEC/EC/EU normative acts.

10. In the case of road vehicles provided for in subparagraph 1.1 holding a national type-approval or a national individual approval granted by another MS, the approval may include, instead of the activities referred to in subparagraph 2.3, verification of the equivalence of technical conditions based on which the vehicle has been nationally approved by another MS and the technical conditions applicable to new road vehicles provided for in these Regulations.

10.1. To this end, RAR may request from the applicant for approval a declaration of the technical provisions based on which the vehicle has been nationally approved by another MS, issued by the competent authority of the MS which granted the national approval; the RAR may also ask the competent authority of the MS that granted the national approval for any further detailed information on the technical provisions fulfilled by the vehicle concerned.

10.2. If the national approval granted by another MS is based on technical requirements which are fully equivalent to the technical requirements laid down in these Regulations, that approval shall be accepted without further verification and testing.

10.3. If the national approval granted by another MS is based on technical requirements that are not fully equivalent to the technical requirements set out in these Regulations, RAR shall carry out additional checks and tests only for those technical requirements set out in these Regulations which are not complied with.

10.4 If the abovementioned information on the technical conditions based on which the vehicle has been nationally approved is not available, the activities specified in subparagraph 2.3. shall be fully carried out.

10.5 If for road vehicles provided for in subparagraph 1.1 modifications in their construction are found in relation to the national approval granted by another MS, these modifications shall be assessed against the technical conditions applicable to new road vehicles laid down in the approval legislation in force in Romania on the date of application for approval.

11. In the case of road vehicles provided for in subparagraph 1.2 and which do not meet the requirement of point (a), the approval may include, instead of the activities referred to in subparagraph 2.3, verification of equivalence between the technical conditions based on which the road vehicle has been nationally approved by another MS and the technical conditions applicable to new road vehicles provided for in the approval legislation in force in Romania on the date of the first registration of the road vehicle (or the year of manufacture of the road vehicle, if the date of first registration is not known); subparagraphs 10.2 to 10.4 are applicable.

12. In the case of road vehicles provided for in subparagraph 1.2 and which do not meet the requirement of point (b), the activities referred to in subparagraphs 2.2, 2.3 and 2.6 shall not be carried out.

13. In the case of road vehicles provided for in subparagraph 1.2 and which do not meet the requirement of point (c):

13.1. if the modifications in construction in relation to EEC/EC/EU approval are referred to in the registration certificate, they shall be assessed against the technical conditions applicable to new road vehicles laid down in the legislation on individual approval in force in Romania on the date of performance of the modification in construction proven by documents issued by the competent authorities of the MS where the modification in construction was made;

13.2. if modifications in construction in relation to EEC/EC/EU approval are not referred to in the registration certificate, they shall be assessed against the technical conditions applicable to new road vehicles laid down in the legislation on individual approval in force in Romania on the date of submission for approval, with the exception of the requirements on pollutant emissions, the applicable condition being to maintain at least the same pollution standard of the motor vehicle before the modification.

14. In the case of road vehicles provided for in subparagraph 1.2 and which do not meet the requirements of points (a) and (c):

14.1. approval may include, instead of the activities specified in subparagraphs 2.3, verification of equivalence between the technical conditions based on which the road vehicle has been nationally approved by another MS and the technical conditions applicable to new road vehicles provided for in the approval legislation in force in Romania on the date of the first registration of the road vehicle (or the year of manufacture of the road vehicle, if the date of first registration is not known); the provisions of subparagraphs 10.2 to 10.4 are applicable;

14.2. if the modifications in construction in relation to the national approval granted by another MS are referred to in the registration certificate, they shall be assessed in relation to the technical conditions applicable to new road vehicles provided for in the legislation on individual approval in force in Romania on the date of performance of the modification in construction proven by documents issued by the competent authorities of the States where the modification in construction was made;

14.3. if the modifications in construction in relation to the national approval granted by another MS are not referred to in the registration certificate, they shall be assessed against the technical conditions applicable to new road vehicles laid down in the legislation on individual approval in force in Romania on the date of submission for approval, with the exception of the requirements on pollutant emissions, the applicable condition being to maintain at least the same pollution standard of the motor vehicle before the modification.

15. In the case of road vehicles provided for in subparagraph 1.2 and which do not meet the requirements of points (b) and (c):

15.1. if the modifications in construction in relation to EEC/EC/EU approval are referred to in the registration certificate, they shall be assessed in relation to the technical conditions applicable to new road vehicles provided for in the legislation on individual approval in force in Romania on the date of performance of the modification in construction proven by documents issued by the competent authorities of the States where the modification in construction was made;

15.2. if the modifications in construction in relation to EEC/EC/EU approval are not referred to in the registration certificate, they shall be assessed against the technical conditions applicable to new road vehicles laid down in the legislation on individual approval in force in Romania on the date of submission for approval, with the exception of the requirements on pollutant emissions, the applicable condition being to maintain at least the same pollution standard of the motor vehicle before the modification;

15.3. By way of exception from subparagraph 15.2, the modifications in construction in relation to EEC/EC/ approval, they shall be assessed against the technical conditions applicable to new vehicles laid down in the legislation on individual approval in force in Romania on the date of the first registration of the vehicle, if that registration was carried out no later than 6 months before the date of application for approval.

16. Temporarily registered vehicles shall be subject to the requirements laid down in these Regulations for new vehicles, if they have not been permanently registered or put into service previously, in Romania or in another State.

16.1. In addition, the requirements laid down in these Regulations for new vehicles shall also apply to vehicles registered permanently in States other than MS, if that registration was carried out no later than 6 months before the date of application for approval.

17. In the case of new vehicles which comply with the provisions of Regulation (EU) 2018/858 and the regulatory acts listed in Annex II to that Regulation in force, the activities referred to in subparagraphs 2.3 and 2.4 shall not be carried out.

18. Road vehicles submitted for approval which cannot be identified by RAR due to the lack or modification of their identification numbers, as carried out by the manufacturer or by the competent authorities, as appropriate, cannot obtain approval.

19. In the case of a road vehicle where the identification number is missing or modified, RAR may only perform the marking of the identification number if the true identity of the vehicle can be established and its approval is subsequently carried out.

20. Activities referred to in subparagraph 2.4 do not apply to used road vehicles for which a periodic roadworthiness test certificate issued by another MS complying with the model in Directive 2014/45/EU and for which that periodic roadworthiness test is still valid at the time of submission to the RAR is presented; in view of the periodicity of the periodic roadworthiness test provided for in the Romanian legislation for the respective category of vehicle, it shall proceed to the following:

a) complete transcription of the relevant periodic roadworthiness test on the annex to the registration/licensing certificate, if the validity of the existing roadworthiness test falls within the periodicity of the periodic roadworthiness test applicable in Romania;

b) partial transcription of the relevant periodic roadworthiness test on the annex to the registration/licensing certificate, if the validity of the existing periodic roadworthiness test does not fall within the periodicity of the periodic roadworthiness test applicable in Romania; in this case, the date of validity of the periodic roadworthiness test to be mentioned on the annex to the registration certificate shall be determined by applying the periodicity of the periodic roadworthiness test applicable in Romania for the respective category of vehicle at the date of completion of the periodic roadworthiness test in the MS of origin.

20.1. On the annex to the registration certificate, the indication ‘Transcription of the periodic roadworthiness test’ shall be made.

21. The provisions of paragraph 20 shall apply in the same way where a road vehicle has been registered as a new vehicle in a MS, and the presentation to RAR occurs before the deadline for carrying out the first periodic roadworthiness test, in accordance with the periodicity of the Romanian periodic roadworthiness test.

22. By way of exception to the provisions of paragraph 20, where the vehicle has visually obvious deficiencies falling within the category of major deficiencies according to the operation plans provided in RNTR 1, the RAR inspector shall finalise the approval and proceed to the transcription of the periodic roadworthiness test only after the major deficiencies have been corrected, without the need for full verification of the technical condition provided for in subparagraph 2.4.

23. By way of exception to the provisions of paragraph 20, the vehicle concerned shall be subject to the technical condition verification referred to in subparagraph 2.4:

a) if the vehicle is physically checked and major deficiencies or dangerous deficiencies are found by the RAR inspector according to the operation plans provided in RNTR 1, the physical verification shall be carried out in the following cases:

i) if the event that a reduced effectiveness of the braking system is found by the RAR inspector while driving the vehicle, in which case the check of the braking system shall be carried out;

ii) in the event that an excessive play in the steering system is found by the RAR inspector while driving, in which case the steering system verification shall be carried out;

iii) in the event that during engine operation excess smoke of any colour is visually found by the RAR inspector, in which case the verification of pollutant emissions shall be carried out;

iv) in the event that during the operation of the engine abnormal noises are acoustically found by the RAR inspector, in which case the verification of the exhaust pipes, the pollutant emissions reduction piping and the exhaust silencer shall be carried out;

v) in the event that during the vehicle movement abnormal noises are acoustically found by the RAR inspector, in which case the verification of the axles, suspension, chassis or bodywork shall be carried out;

vi) in the event that pierced corrosions are visually found by the RAR inspector, in which case the bodywork shall be checked;

b) if the vehicle has visually obvious deficiencies and which fall within the category of dangerous deficiencies according to the operation plans provided in RNTR 1.

24. At the request of the applicant, the verification of the technical condition provided for in subparagraph 2.4 shall be carried out, in which case a roadworthiness certificate and the annex to the registration certificate shall be issued.

25. The approval and issuance of the CIV for historic road vehicles, motor vehicles intended exclusively for sporting competitions, as well as for vehicles belonging to diplomatic missions and foreign armed forces operating on Romanian territory on the basis of an agreement with the Romanian State and those belonging to their staff shall be carried out under the following conditions:

25.1. for historic vehicles, if they comply with regard to the verification of the technical condition, taking into account the requirements and technical characteristics from the date of first registration of the road vehicle (or the year of manufacture of the road vehicle, if the date of first registration is not known); on the CIV issued for these road vehicles, RAR shall enter the indication 'Historic vehicle';

25.1.1. RAR shall enter the indication 'Historic vehicle' also in the CIV issued for historical vehicles registered in Romania and holding a valid periodic roadworthiness test;

25.2. For motor vehicles intended for sporting competitions, RAR issues CIV:

a) on the basis of the approval form issued by the International Automobile Federation in accordance with Annex J to the International Sporting Code, or

b) on the basis of an approval form or a technical passport issued by the sports structures in Romania nominated for the activity of motor sport by national legislation. The information contained in the approval form or, where applicable, the technical passport, shall identify the changes/particularities specific to the use of the vehicles concerned, for the purpose of their assessment by the RAR, which shall involve static and/or dynamic tests.

25.2.1. The CIV shall be issued for motor vehicles intended for sporting competitions if the vehicles also comply with regard to the verification of the technical condition carried out by RAR, taking into account the specific technical characteristics;

25.3. Vehicles belonging to diplomatic missions and foreign armed forces operating on the territory of Romania on the basis of an agreement with the Romanian State and those belonging to their personnel shall be exempt from compliance with the provisions on pollutant emissions imposed by this Regulation, the approval thus granted being valid only for the period of their specific registration, in accordance with this paragraph.

26. In the case of a new vehicle which has obtained an individual approval granted by RAR, but which has not been registered/licensed before the expiry of that approval, at the substantiated request of the manufacturer/applicant, the period corresponding to the end-of-series procedure laid down in Regulation (EU) 2018/858, Regulation (EU) No 167/2013 or Regulation (EU) No 168/2013, as applicable, may be applied for registration, as appropriate, and the deadline by which registration/licensing of that vehicle is possible shall be specified in the CIV.

27. Road vehicles submitted for CIV approval/issuance, which are subject to a recall procedure by the manufacturer due to a significant risk to road safety, public health or environmental protection, may obtain the CIV approval/issuance only after the corrective actions determined by the vehicle manufacturer to eliminate that risk have been taken.

Section 3 - Approval of road vehicles registered or licensed in Romania

which have undergone modification in their construction characteristics mentioned in the CIV

1. In order to keep in service, road vehicles registered or licensed in Romania, which have undergone modifications in their construction characteristics referred to in the CIV, must be submitted to the approval and replacement of the CIV. Completion and bodying of a base or incomplete vehicle shall be assimilated to the modifications covered by this section.

2. For approval, the technical conditions in force in Romania on the date of first registration of the vehicle (or the year of manufacture of the vehicle, if the date of first registration is not known) shall apply.

3. If the modifications made lead to a change in the approval category, the technical conditions in force in Romania on the date of the approval performed following the modification of the vehicle shall apply, except for the requirements for pollutant emissions, the applicable condition being to maintain at least the same pollution standard Euro in relation to the vehicle that has been modified.

4. The changes referred to in paragraph 1 may be carried out only by economic operators authorised by RAR, in accordance with the legislation in force, on the basis of a constructive version endorsed by RAR, as appropriate.

4.1. The design variant of a vehicle is the set of common characteristics that allow the grouping of modified vehicles in order to identify and ensure traceability of their technical descriptions.

4.2. Approval of the variant is the activity of analysing and evaluating the technical description of a modified vehicle to be submitted for approval.

5. The modification of a vehicle shall be accepted only if:

a) the technical assessment carried out establishes that the modification is technically compatible with the vehicle's construction characteristics;

b) that change does not adversely affect the behaviour of the road vehicle with regard to road safety and environmental protection;

c) the provisions of the legislation and technical regulations applicable to approval in accordance with these Regulations are complied with.

5.1. Compliance with the above requirements can be proven either on the basis of technical documentation or by carrying out the necessary verifications and/or tests.

6. The approval of motor vehicles equipped with a right-hand position in relation to the median longitudinal plane of the vehicle and which have undergone changes in the construction characteristics specified in the CIV shall be granted only if the driving position changes on the left side in relation to the median longitudinal plane of the vehicle.

7. List of special modifications that may be made to motor vehicles for the purpose of driving by disabled persons and/or for the purpose of taking over and transporting persons with severe or accentuated disabilities it is set out in Annex 11.

Section 4 - Approval in case of replacement of the main vehicle structural element (chassis/bodywork/frame)

1. Replacement of the chassis/body/frame of a vehicle means all the operations caused by the change of chassis/bodywork/frame with another chassis/other bodywork/compatible framework, under the conditions set out in these Regulations.

2. The new vehicle configuration shall be subject to approval; the technical conditions applicable to the approval of the chassis/bodywork/frame replacement are those provided for in these Regulations, taking into account the year of manufacture of the original vehicle, only if all of the following requirements are met:

a) the original vehicle holds CIV, except for CIV with limited validity of 30 days or is registered/licensed in Romania;

b) the new structural element (chassis/bodywork/frame) is compatible with the original one;

c) in the case of motor vehicles, the engine registered in the CIV or in the registration/licensing certificate of the original vehicle has been preserved.

2.1. In the case of a motor vehicle of categories M₂ or M₃, the interior fitting requirements in force on the date of approval of its new configuration shall be complied with.

3. If at least one of the requirements stipulated in paragraph 2(a) to (c) is not met, the approval of the vehicle thus obtained shall be carried out by reference to the technical conditions applicable to new road vehicles in force in Romania on the date of manufacture of the bodywork/chassis/frame to be mounted on the vehicle.

4. Two chassis/bodyworks/frames shall be deemed to be compatible within the meaning of paragraph 2(b) if they are intended for identical road vehicles at least with regard to the following characteristics:

- a) the make, with the exception of vehicles manufactured under licence (for all categories of vehicles);
 - b) the type designated by the manufacturer as defined in European Union or relevant national legislation, as applicable, (for all categories of vehicles);
 - c) the type of bodywork (only for vehicles of category M);
 - d) number of axles (for all vehicle categories).
5. The actual replacement of the chassis/bodywork/frame shall be carried out only after the applicant has obtained the acceptance of this operation, issued by RAR, including on the basis of identification of the original vehicle.
- 5.1. RAR does not approve or issue CIV for a vehicle in which the chassis/bodywork/frame has been replaced, if the original vehicle is locked in the RAR computer system.
- 5.2. The replacement of the chassis/bodywork/frame shall be carried out only in repair shops authorised in accordance with the legislation in force.
6. If the provisions of paragraph 5 are fulfilled and the results of the verifications carried out in the context of the approval show that the applicable requirements are met, the new CIV issued by RAR shall indicate the replacement of the chassis/bodywork/frame.
7. Initial chassis/bodyworks/frames may no longer be used to equip other vehicles.
8. Chassis/bodyworks/frames from vehicles radiated for scrapping may not be used to equip other vehicles.
9. Approval shall not be granted for vehicles equipped with chassis/bodyworks/frames from vehicles appearing as being nationally or internationally tracked.
10. Vehicles to which only the bodywork/chassis element bearing the identification number has been replaced, i.e. the component part of the structural frame constituting the support of the punched identification number and which the manufacturer delivers as a spare part, shall not be submitted for approval.
11. For a vehicle, RAR shall accept the replacement of the element specified in paragraph 10 and shall amend or issue a new CIV, re-punching if necessary the identification number, only if:
- a) in the absence of a punched identification number, the identity of the vehicle may be established on the basis of other identification elements;
 - b) the vehicle component constitutes a new spare part or, where more than 10 years have elapsed since the end of manufacture of a particular vehicle model and no new spare parts are available, repair of the punched identification number carrier shall also be accepted by using other elements;
 - c) repair has been carried out either in Romania in an authorised repair workshop in accordance with the legislation in force for the activity of intervention to the structural frame, or in another state, in which case it is necessary to submit supporting documents in this respect; where supporting documents cannot be submitted, it is necessary for an approved workshop of the above-mentioned type to certify that the manufacturer's repair technology has been complied with.

CHAPTER III

Procedure for the issuance of CIV

1. CIV shall be issued by RAR after the granting of the national registry number, subject to the following conditions:
- a) in the case of new road vehicles with a valid EU whole-vehicle type-approval on the basis of the certificate of conformity;
 - b) in the case of new road vehicles with a valid individual EU type-approval based on the individual EU type-approval certificate;
 - c) in the case of new road vehicles with a valid national whole-vehicle type-approval granted by RAR on the basis of the national certificate of conformity;
 - d) in the case of new road vehicles with an individual national approval granted by RAR on the basis of the national individual approval certificate;
 - e) in the case of used road vehicles provided for as an exception in Chapter II section 2 subparagraph 1.2 and in the case of used road vehicles holding a national approval granted by RAR, if the road vehicle can be identified and complies in terms of conformity and technical condition;

f) in the case of used road vehicles holding an EC/EU type-approval but not covered by the exception set out in Chapter II section 2 subparagraphs 1.2, if the road vehicle complies with the requirements on the individual national approval of a used road vehicle;

g) in the case of used road vehicles not holding any of the approvals referred to in points (a) to (d), if the road vehicle complies with the requirements on individual national approval of a used road vehicle;

h) in the case of used road vehicles already registered or licensed in Romania, if the road vehicle can be identified and corresponds in terms of the technical condition.

2. The CIV can only be issued for vehicles that can be identified, so for which RAR establishes a valid identification number.

3. Road vehicles submitted for the issuance of the CIV, which cannot be identified by RAR due to the lack or modification of their identification numbers, as they have been carried out by the manufacturer or by the competent authorities, as appropriate, cannot obtain the issuance of the CIV.

4. In the case of a vehicle where the identification number is missing or has been modified, RAR may only perform the punch of the identification number if the true identity of the vehicle can be restored and the CIV is subsequently issued.

5. RAR may issue a duplicate of the CIV, after identification of the vehicle, in the following situations:

a) in case of loss, theft or destruction of the CIV, the verification of the holder being subsequently carried out electronically, through the vehicle record application made available to the RAR by the competent authorities;

b) in case of refusal to hand over the CIV established by the bailiff, on the occasion of enforcement;

c) in the case of vehicles sold through the National Agency for Fiscal Administration or distributed free of charge;

d) in the case of vehicles valued by the insolvency administrator or the judicial liquidator;

e) based on a decision of the courts;

f) at the request of the person who acquired the vehicle under a contract through which the right of ownership was transmitted or by inheritance.

6. In the cases referred to in paragraph 5, for CIV issued by holders of type-approval/national registry number and not used for registration/licensing, another CIV shall be issued by the holder of the type-approval/national registry number. In this respect, the holder of the type-approval/national registry number shall issue a communication to RAR requesting the cancellation of the original CIV and stating the series of the new CIV issued for that vehicle. If the type-approval certificate/national registry number is no longer valid, a new CIV may no longer be issued.

7. Upon exhaustion of the space intended to record the technical characteristics of the road vehicle, RAR shall issue a new CIV, as a replacement of the previous CIV, after identification of the road vehicle, when any information contained in the CIV is amended, including outdated entries, or with a view to re-registration of a vehicle deregistered from circulation.

8. RAR shall issue, upon request, CIV with limited validity of up to 30 days for vehicles that do not fully comply with the CIV approval/issuance requirements, for their removal from Romania.

9. In the cases referred to in paragraph 8, the validity of the CIV shall be calculated from the date of registration of that vehicle.

10. When issuing the CIV with limited validity, the technical condition verifications set out in the operations plans in RNTR 1 shall be carried out.

11. The CIV shall be issued to:

11.1. the applicant for the activity of national individual approval, for the vehicles referred to in paragraph 1(f) and (g);

11.2. the applicant for the activity of issuing the CIV, for the vehicles referred to in paragraph 1(a) to (e) and (h);

11.3. the holder of the vehicle listed in the vehicle record application made available to RAR by the competent authorities, to his/her heirs or to their legal representative, in the course of issuing the duplicate of a CIV in accordance with paragraph 6 or when issuing another CIV in accordance with paragraph 7, if the initial one has been registered by the competent registration authority;

11.4. the applicant for the activity of issuing the duplicate of a CIV, who acquired the vehicle on the basis of a contract through which the right of ownership was transmitted or as a result of the exploitation of the vehicle by the bailiff, the National Agency for Fiscal Administration, the judicial administrator, respectively the judicial liquidator or the person established on the basis of a court decision, as the case may be;

11.5. the applicant for the activity of issuing the duplicate of a CIV, if the initial one was issued by RAR and has been registered by the competent registration authority.

12. In the case of a vehicle subject to an end-of-series procedure in accordance with Regulation (EU) 2018/858, Regulation (EU) No 167/2013 or Regulation (EU) No168/2013, the deadline for registration/licensing of that vehicle shall be indicated in the CIV.

CHAPTER IV

Procedure for certification of authenticity

1. Certification of authenticity shall be carried out by RAR for:

1.1. used road vehicles which are or were last registered in another state and which are subject to the approval and/or issuance of the CIV for registration in Romania;

1.2. used road vehicles which are not subject to registration in the state of origin and which are subject to the approval and/or issuance of the CIV for registration in Romania;

1.3. any road vehicle, upon request.

2. Vehicles intended exclusively for sporting competitions, historic road vehicles and vehicles subject to licensing shall be exempt from the authenticity certification.

3. Certification of authenticity shall be carried out by non-destructive methods, in premises equipped with specific equipment.

4. For the vehicles referred to in paragraph 1, the authenticity certification verifies whether:

4.1. the main identification elements of the vehicle are original and/or have not been subject to unauthorised modification;

4.2. the standard form of the document confirming the previous registration of the vehicle issued by the competent authorities of the state of origin is authentic;

4.2.1. Verification of the standard form shall be carried out for vehicles subject to registration in the state of origin and only for documents whose standard model shall be found in the RAR database;

4.2.2. If the applicant does not submit to the RAR the original of the standard form of the document confirming the previous registration of the vehicle, if it has been issued, a declaration by the owner of the reason for the lack of the document shall be submitted to RAR; in this case, the certificate of authenticity shall be issued with the indication '*Missing original registration document*';

4.3. main identification elements and vehicle design characteristics shall be maintained in the same configuration as on the date of issuance of the CIV by RAR, as appropriate.

5. For vehicles corresponding to the certification of authenticity, RAR shall issue the certificate of authenticity.

5.1. This document is valid for a single registration, but not more than 60 calendar days from the date of its issuance.

5.2. The certificate of authenticity may contain other particulars relating to the circumstances of its issuance.

6. For road vehicles which do not comply in terms of authenticity certification, RAR shall not issue the certificate of authenticity and the verification report shall state the reasons for RAR decision.

6.1. Not included are the situations in which the courts, the prosecutor's offices or the criminal prosecution bodies expressly order the issuance of the certificate of authenticity, in which case RAR will mention in the certificate of authenticity the document ordering its release.

7. RAR shall not grant approval nor issue CIVs for road vehicles which do not comply in terms of authenticity certification.

CHAPTER V

Individual approval of motor vehicles and their trailers

1. This Chapter applies to motor vehicles of categories M and N and their trailers of category O manufactured in one or more stages.

2. The provisions of this Chapter shall not apply to vehicles referred to in Article 2(2)(a) to (c) of Regulation (EU) 2018/858.

3. Administrative provisions and technical requirements applicable to EU individual approval of new vehicles mentioned in subparagraph 2.1 are as set out in:

- a) Regulation (EU) 2018/858;
- b) Implementing Regulation (EU) 2020/683.

4. National individual approval shall be granted for new vehicles which comply with the technical conditions set out in Annex 2 to the Regulations.

5. Individual national approval shall be granted for used vehicles which comply with the technical conditions set out in Annex 3 to the Regulations.

CHAPTER VI

Individual approval of agricultural or forestry vehicles

1. This chapter applies to tractors of categories T and C, their trailers of category R and interchangeable tow equipment of category S, manufactured in one or more stages.

2. The provisions of this Chapter shall not apply to the vehicles referred to in Article 2(2) of Regulation (EU) No 167/2013.

3. National individual approval shall be granted for new vehicles which comply with the technical conditions set out in Annex 4 to the Regulations.

4. Individual national approval shall be granted for used vehicles which comply with the technical conditions set out in Annex 5 to the Regulations.

CHAPTER VII

Individual approval of two- or three-wheel vehicles and quadricycles

1. This Chapter applies to L-category vehicles manufactured in one or more stages.

2. The provisions of this Chapter shall not apply to the vehicles referred to in Article 2(2) of Regulation (EU) 168/2013.

3. National individual approval shall be granted for new vehicles which comply with the technical conditions set out in Annex 6 to the Regulations.

4. Individual national approval shall be granted for used vehicles which comply with the technical conditions set out in Annex 7 to the Regulations.

CHAPTER VIII

Issuance of the technical certificate for self-propelled machinery and slow vehicles

1. On request, RAR shall issue, in the case of self-propelled machinery and slow vehicles, a technical certificate, the model of which is set out in Annex 8 to the Regulations.

2. For the purpose of issuing the technical certificate, self-propelled machinery must comply with the technical conditions set out in Annex 9 to the Regulations and slow vehicles must comply with the technical conditions set out in Annex 10 to the Regulations.

3. The issuance by RAR of the technical certificate shall not exempt the holder of the self-propelled machinery or slow vehicle from complying with the other legal provisions applicable to their placing on the market and/or licensing.

CHAPTER IX

Final provisions

1. Annexes 1 to 11 form an integral part of these Regulations.

List of normative acts and standards referred to in these Regulations

EEC/EC/EU normative acts	
Directive 70/220/EEC	Council Directive 70/220/EEC of 20 March 1970 on the approximation of the laws of the Member States relating to measures to be taken against air pollution by gases from positive-ignition engines of motor vehicles
Directive 74/408/EEC	Council Directive 74/408/EEC of 22 July 1974 on the approximation of the laws of the Member States relating to the interior fittings of motor vehicles (strength of seats and of their anchorages)
Directive 76/115/EEC	Council Directive 76/115/EEC of 18 December 1975 on the approximation of the laws of the Member States relating to anchorages for motor-vehicle safety belts
Directive 77/541/EEC	Council Directive 77/541/EEC of the 28 June 1977 on the approximation of the laws of the Member States relating to safety belts and restraint systems of motor vehicles
Directive 88/77/EEC	Council Directive 88/77/EEC of 3 December 1987 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of gaseous pollutants from diesel engines for use in vehicles
Directive 89/173/EEC	Council Directive 89/173/EEC of 21 December 1988 on the approximation of the laws of the Member States relating to certain components and characteristics of wheeled agricultural or forestry tractors
Directive 92/22/EEC	Council Directive 92/22/EEC of 31 March 1992 on safety glazing and glazing materials on motor vehicles and their trailers
Directive 92/23/EEC	Council Directive 92/23/EEC of 31 March 1992 relating to tyres for motor vehicles and their trailers and to their fitting
Directive 94/20/EC	Directive 94/20/EC of the European Parliament and of the Council of 30 May 1994 relating to the mechanical coupling devices of motor vehicles and their trailers and their attachment to those vehicles
Directive 97/24/EC	Directive 97/24/EC of the European Parliament and of the Council of 17 June 1997 on certain components and characteristics of two or three-wheel motor vehicles
Directive 97/27/EC	Directive 97/27/EC of the European Parliament and of the Council of 22 July 1997 relating to the masses and dimensions of certain categories of motor vehicles and their trailers and amending Directive 70/156/EEC
Directive 98/69/EC	Directive 98/69/EC of the European Parliament and of the Council of 13 October 1998 relating to measures to be taken against air pollution by emissions from motor vehicles and amending Council Directive 70/220/EEC
Directive 1999/96/EC	Directive 1999/96/EC of the European Parliament and of the Council of 13 December 1999 on the approximation of the laws of the Member States relating to measures to be taken against the emission of gaseous and particulate pollutants from compression ignition engines for use in vehicles, and the emission of gaseous pollutants from positive ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles and amending Council Directive 88/77/EEC
Directive 2001/56/EC	Directive 2001/56/EC of the European Parliament and of the Council of 27 September 2001 relating to heating systems for motor vehicles and their trailers, amending Council Directive 70/156/EEC and repealing Council Directive 78/548/EEC
Directive 2001/85/EC	Directive 2001/85/EC of the European Parliament and of the Council of 20 November 2001 relating to special provisions for vehicles used for the carriage of passengers comprising more than eight seats in addition to the driver's seat, and amending Directives 70/156/EEC and 97/27/EC
Directive 2005/55/EC	Directive 2005/55/EC of the European Parliament and of the Council of 28 September 2005 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of gaseous and particulate pollutants from compression-ignition engines for use in vehicles, and the emission of gaseous pollutants from positive-ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles
Directive 2005/64/EC	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
Directive 2006/40/EC	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

Directive 2006/42/EC	Directive 2006/42/CE of the European Parliament and of the Council of 17 May 2006 on machinery, and amending Directive 95/16/EC (recast)
Regulation (EC) No 715/2007	Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information
Directive 2007/46/EC	Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles
Regulation (EC) No 692/2008	Commission Regulation (EC) No 692/2008 of 18 July 2008 implementing and amending Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information
Regulation (EC) No 79/2009	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
Regulation (EC) No 595/2009	Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information and amending Regulation (EC) No 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and 2005/78/EC
Directive 2009/144/EC	Directive 2009/144/EC of the European Parliament and of the Council of 30 November 2009 on certain components and characteristics of wheeled agricultural or forestry tractors
Regulation (EU) No 582/2011	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
Regulation (EU) No 1230/2012	Commission Regulation (EU) No 1230/2012 of 12 December 2012 implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council with regard to type-approval requirements for masses and dimensions of motor vehicles and their trailers and amending Directive 2007/46/EC of the European Parliament and of the Council
Regulation (EU) No 167/2013	Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles.
Regulation (EU) No 168/2013	Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles.
Delegated Regulation (EU) No 3/2014	Commission Delegated Regulation (EU) No 3/2014 of 24 October 2013 supplementing Regulation (EU) No 168/2013 of the European Parliament and of the Council with regard to vehicle functional safety requirements for the approval of two- or three-wheel vehicles and quadricycles
Delegated Regulation (EU) No 134/2014	Commission Delegated Regulation (EU) No 134/2014 of 16 December 2013 supplementing Regulation (EU) No 168/2013 of the European Parliament and of the Council with regard to environmental and propulsion unit performance requirements and amending Annex V thereof
Directive 2014/44/EU	Commission Directive 2014/44/EU of 18 March 2014 amending Annexes I, II and III to Directive 2003/37/EC of the European Parliament and of the Council on type-approval of agricultural or forestry tractors, their trailers and interchangeable towed machinery, together with their systems, components and separate technical units
Directive 2014/45/EU	Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC
Regulation (EU) No 540/2014	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
Delegated Regulation (EU) No 1322/2014	Commission Delegated Regulation (EU) No 1322/2014 of 19 September 2014 supplementing and amending Regulation (EU) No 167/2013 of the European Parliament and of the Council with regard to vehicle construction and general requirements for the approval of agricultural and forestry vehicles
Delegated Regulation (EU) 2015/68	Commission Delegated Regulation (EU) 2015/68 of 15 October 2014 supplementing Regulation (EU) No 167/2013 of the European Parliament and of the Council with regard to vehicle braking requirements for the approval of agricultural and forestry vehicles
Delegated Regulation (EU) 2015/208	Commission Delegated Regulation (EU) 2015/208 of 8 December 2014 supplementing Regulation (EU) No 167/2013 of the European Parliament and of the Council with regard to

	vehicle functional safety requirements for the approval of agricultural and forestry vehicles
Regulation (EU) No 2016/1628	Regulation (EU) 2016/1628 of the European Parliament and of the Council of 14 September 2016 on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery, amending Regulations (EU) No 1024/2012 and (EU) No 167/2013, and amending and repealing Directive 97/68/EC
Regulation (EU) No 2017/1151	Commission Regulation (EU) 2017/1151 of 1 June 2017 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008
Delegated Regulation (EU) 2018/985	Commission Delegated Regulation (EU) 2018/985 of 12 February 2018 supplementing Regulation (EU) No 167/2013 of the European Parliament and of the Council as regards environmental and propulsion unit performance requirements for agricultural and forestry vehicles and their engines and repealing Commission Delegated Regulation (EU) 2015/96
Regulation (EU) No 2018/858	Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC
Implementing Regulation (EU) 2020/683	Commission Implementing Regulation (EU) 2020/683 of 15 April 2020 implementing Regulation (EU) 2018/858 of the European Parliament and of the Council with regards to the administrative requirements for the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles
Implementing Regulation (EU) 2021/535	Commission Implementing Regulation (EU) 2021/535 of 31 March 2021 laying down rules for the application of Regulation (EU) 2019/2144 of the European Parliament and of the Council as regards uniform procedures and technical specifications for the type-approval of vehicles, and of systems, components and separate technical units intended for such vehicles, as regards their general construction characteristics and safety
UN Regulations	
UN Regulation No 3	Regulation No 3 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of retro-reflecting devices for power-driven vehicles and their trailers
UN Regulation No 4	Regulation No 4 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of devices for the illumination of rear registration plates of power-driven vehicles and their trailers
UN Regulation No 5	Regulation No 5 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of power-driven vehicle's sealed-beam headlamps (SB) emitting a European asymmetrical passing beam or a driving beam or both
UN Regulation No 6	Regulation No 6 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of direction indicators for power-driven vehicles and their trailers
UN Regulation No 7	Regulation No 7 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of front and rear position lamps, stop-lamps and end-outline marker lamps for motor vehicles (except motor cycles) and their trailers
UN Regulation No 10	UN Regulation No 10 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles with regard to electromagnetic compatibility
UN Regulation No 11	Regulation No 11 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles with regard to door latches and door retention components
UN Regulation No 12	UN Regulation No 12 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles with regard to the protection of the driver against the steering mechanism in the event of impact
UN Regulation No 13	Regulation No 13 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles of categories M, N and O with regard to braking
UN Regulation No 13H	Regulation No 13-H of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of passenger cars with regard to braking
UN Regulation No 14	UN Regulation No 14 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles with regard to safety-belt

	anchorages, Isofix anchorages systems and Isofix top-tether anchorages
UN Regulation No 16	Regulation No 16 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of: I. Safety-belts, restraint systems, child restraint systems and ISOFIX child restraint systems for occupants of power-driven vehicles II. Vehicles equipped with safety-belts, safety-belt reminder, restraint systems, child restraint systems, ISOFIX child restraint systems and i-Size child restraint systems
UN Regulation No 17	Regulation No 17 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles with regard to the seats, their anchorages and any head restraints
UN Regulation No 18	Regulation No 18 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of motor vehicles with regard to their protection against unauthorized use
UN Regulation No 19	Regulation No 19 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of power-driven vehicle front fog lamps
UN Regulation No 21	Regulation No 21 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles with regard to their interior fittings
UN Regulation No 23	Regulation No 23 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of reversing and manoeuvring lamps for power-driven vehicles and their trailers
UN Regulation No 25	UN Regulation No 25 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of head restraints (headrests), whether or not incorporated in vehicle seats
UN Regulation No 26	UN Regulation No 26 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles with regard to their external projections
UN Regulation No 28	Regulation No 28 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of audible warning devices and of motor vehicles with regard to their audible signals
UN Regulation No 29	Regulation No 29 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles with regard to the protection of the occupants of the cab of a commercial vehicle
UN Regulation No 30	Regulation No 30 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of pneumatic tyres for motor vehicles and their trailers
UN Regulation No 31	Regulation No 31 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of power-driven vehicle's sealed-beam headlamps (SB) emitting a European asymmetrical passing beam or a driving beam or both
UN Regulation No 34	Regulation No 34 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles with regard to the prevention of fire risks
UN Regulation No 37	Regulation No 37 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of filament lamps for use in approved lamp units of power-driven vehicles and of their trailers
UN Regulation No 38	Regulation No 38 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of rear fog lamps for power-driven vehicles and their trailers
UN Regulation No 39	Regulation No 39 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles with regard to the speedometer and odometer equipment including its installation
UN Regulation No 43	Regulation No 43 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of safety glazing materials and their installation on vehicles
UN Regulation No 46	Regulation No 46 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of devices for indirect vision and of motor vehicles with regard to the installation of these devices
UN Regulation No 48	UN Regulation No 48 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles with regard to the installation of lighting and light-signalling devices
UN Regulation No 51	Regulation No 51 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of motor vehicles having at least four wheels with regard to their sound emissions
UN Regulation No 54	Regulation No 54 of the Economic Commission for Europe of the United Nations (UN/ECE) -

	Uniform provisions concerning the approval of pneumatic tyres for commercial vehicles and their trailers
UN Regulation No 55	Regulation No 55 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of mechanical coupling components of combinations of vehicles
UN Regulation No 58	Regulation No 58 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of: I. Rear underrun protective devices (RUPDs) II. Vehicles with regard to the installation of an RUPD of an approved type III. Vehicles with regard to their rear underrun protection (RUP)
UN Regulation No 61	Regulation No 61 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions for the approval of commercial vehicles with regard to their external projections forward of the cab's rear panel
UN Regulation No 64	Regulation No 64 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles with regard to their equipment which may include: a temporary-use spare unit, run-flat tyres and/or a run-flat system, and/or a tyre pressure monitoring system
UN Regulation No 66	Regulation No 66 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of large passenger vehicles with regard to the strength of their superstructure
UN Regulation No 67	Regulation No 67 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning: I. Approval of specific equipment of motor vehicles using liquefied petroleum gases in their propulsion system; II. Approval of a vehicle fitted with specific equipment for the use of liquefied petroleum gases in its propulsion system with regard to the installation of such equipment
UN Regulation No 69	Regulation No 69 of the Economic Commission for Europe of the United Nations (UNECE) - Uniform provisions concerning the approval of rear marking plates for slow-moving vehicles (by construction) and their trailers
UN Regulation No 71	Regulation No 71 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of agricultural tractors with regard to the driver's field of vision
UN Regulation No 73	Regulation No 73 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of I. Vehicles with regard to their lateral protection devices (LPD) II. Lateral protection devices (LPD) III. Vehicles with regard to the installation of LPD of an approved type according to Part II of this Regulation
UN Regulation No 75	Regulation No 75 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of pneumatic tyres for motor cycles and mopeds
UN Regulation No 77	Regulation No 77 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of parking lamps for power-driven vehicles
UN Regulation No 78	Regulation No 78 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles of categories L1, L2, L3, L4 and L5 with regard to braking
UN Regulation No 79	Regulation No 79 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles with regard to steering equipment
UN Regulation No 80	Regulation No 80 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of seats of large passenger vehicles and of these vehicles with regard to the strength of the seats and their anchorages
UN Regulation No 81	Regulation No 81 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of rear-view mirrors of two-wheeled power-driven vehicles with or without side-car, with regard to the mounting of rear-view mirrors on handlebars
UN Regulation No 83	Regulation No 83 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements
UN Regulation No 86	Regulation No 86 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of agricultural or forestry tractors with regard to the installation of lighting and light-signalling devices
UN Regulation No 87	Regulation No 87 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of daytime running lamps for power-driven vehicles
UN Regulation No 91	Regulation No 91 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of side-marker lamps for motor vehicles and their trailers

UN Regulation No 93	Regulation No 93 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of: Front underrun protective devices (FUPDs) II. Vehicles with regard to the installation of an FUPD of an approved type III. Vehicles with regard to their front underrun protection (FUP)
UN Regulation No 94	UN Regulation No 94 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles with regard to the protection of the occupants in the event of a frontal collision
UN Regulation No 95	UN Regulation No 95 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles with regard to the protection of the occupants in the event of a lateral collision
UN Regulation No 97	Regulation No 97 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicle alarm systems (VAS) and of motor vehicles with regard to their alarm systems (AS)
UN Regulation No 98	Regulation No 98 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of motor vehicle headlamps equipped with gas-discharge light sources
UN Regulation No 99	Regulation No 99 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of gas-discharge light sources for use in approved lamps of power-driven vehicles
UN Regulation No 100	UN Regulation No 100 - Uniform provisions concerning the approval of vehicles with regard to specific requirements for the electric power train
UN Regulation No 101	Regulation No 101 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of passenger cars powered by an internal combustion engine only, or powered by a hybrid electric power train with regard to the measurement of the emission of carbon dioxide and fuel consumption and/or the measurement of electric energy consumption and electric range, and of categories M and N vehicles powered by an electric power train only with regard to the measurement of electric energy consumption and electric range
UN Regulation No 102	Regulation No 102 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of: I. A close-coupling device (CCD) II. Vehicles with regard to the fitting of an approved type of CCD
UN Regulation No 105	Regulation No 105 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles intended for the carriage of dangerous goods with regard to their specific constructional features
UN Regulation No 106	Regulation No 106 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of pneumatic tyres for agricultural vehicles and their trailers
UN Regulation No 107	Regulation No 107 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of category M2 or M3 vehicles with regard to their general construction
UN Regulation No 110	Regulation No 110 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of: I. specific components of motor vehicles using compressed natural gas (CNG) in their propulsion system; II. vehicles with regard to the installation of specific components of an approved type for the use of compressed natural gas (CNG) in their propulsion system
UN Regulation No 112	Regulation No 112 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of motor vehicle headlamps emitting an asymmetrical passing-beam or a driving-beam or both and equipped with filament lamps and/or light-emitting diode (LED) modules
UN Regulation No 113	Regulation No 113 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of motor vehicle headlamps emitting a symmetrical passing beam or a driving beam or both and equipped with filament, gas-discharge light sources or LED modules
UN Regulation No 115	Regulation No 115 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of: I. specific LPG (liquefied petroleum gases) retrofit systems to be installed in motor vehicles for the use of LPG in their propulsion system; II. specific CNG (compressed natural gas) retrofit systems to be installed in motor vehicles for the use of CNG in their propulsion system
UN Regulation No 116	Regulation No 116 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform technical prescriptions concerning the protection of motor vehicles against unauthorised use
UN Regulation No 117	Regulation No 117 of the Economic Commission for Europe of the United Nations (UN/ECE) -

	Uniform provisions concerning the approval of tyres with regard to rolling sound emissions and to adhesion on wet surfaces and/or to rolling resistance
UN Regulation No 118	UN Regulation No 118 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform technical prescriptions concerning the burning behaviour of materials used in the interior construction of certain categories of motor vehicles
UN Regulation No 119	Regulation No 119 of the Economic Commission for Europe of the United Nations (UNECE) - Uniform provisions concerning the approval of cornering lamps for power-driven vehicles
UN Regulation No 121	Regulation No 121 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicles with regard to the location and identification of hand controls, tell-tales and indicators
UN Regulation No 122	Regulation No 122 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform technical prescriptions concerning the approval of vehicles of categories M, N and O with regard to their heating systems
UN Regulation No 123	Regulation No 123 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of adaptive front-lighting systems (AFS) for motor vehicles
UN Regulation No 125	Regulation No 125 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of motor vehicles with regard to the forward field of vision of the motor vehicle driver
UN Regulation No 128	Regulation No 128 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of light emitting diode (LED) light sources for use in approved lamp units on power-driven vehicles and their trailers
UN Regulation No 130	Regulation No 130 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of motor vehicles with regard to the Lane Departure Warning System (LDWS)
UN Regulation No 131	Regulation No 131 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of motor vehicles with regard to the Advanced Emergency Braking Systems (AEBS)
UN Regulation No 134	Regulation No 134 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of motor vehicles and their components with regard to the safety-related performance of hydrogen-fuelled vehicles (HFCV)
UN Regulation No 142	UN Regulation No 142 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of motor vehicles with regard to the installation of their tyres
UN Regulation No 148	UN Regulation No 148 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of light-signalling devices (lamps) for power-driven vehicles and their trailers
UN Regulation No 149	UN Regulation No 149 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of road illumination devices (lamps) and systems for power-driven vehicles
UN Regulation No 150	UN Regulation No 150 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of retro-reflective devices and markings for power-driven vehicles and their trailers
UN Regulation No 152	UN Regulation No 152 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of motor vehicles with regard to the Advanced Emergency Braking System (AEBS) for M ₁ and N ₁ vehicles
UN Regulation No 161	UN Regulation No 161 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the protection of motor vehicles against unauthorized use and the approval of the device against unauthorized use (by mean of a locking system)
UN Regulation No 162	UN Regulation No 162 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform technical prescriptions concerning approval of immobilizers and approval of a vehicle with regard to its immobilizer
UN Regulation No 163	UN Regulation No 163 of the Economic Commission for Europe of the United Nations (UN/ECE) - Uniform provisions concerning the approval of vehicle alarm system and approval of a vehicle with regard to its vehicle alarm system
ISO standard	
ISO 3776-1:2006	ISO 3776-1:2006 - Tractors and machinery for agriculture - Seat belts - Part 1: Anchorage location requirements
ISO 3776-3:2009	ISO 3776-3:2009 - Tractors and machinery for agriculture - Seat belts - Part 3: Requirements for assemblies
ISO 5721-1:2013	ISO 5721-1:2006 - Agricultural tractors - Requirements, test procedures and acceptance criteria

	for the operator's field of vision - Part 1: Field of vision to the front
ISO 8084: 2003	ISO 8084:2003 - Machinery for forestry - Operator protective structures - Laboratory tests and performance requirements
ISO 23273:2013 Part 1	ISO 23273:2013 Part 1 - Vehicle functional safety
ISO 23273:2013 Part 2	ISO 23273:2013 Part 2 - Protection against hydrogen hazards for vehicles fuelled with compressed hydrogen
ISO 27956:2009	ISO 27956:2009 - Road vehicles - Securing of cargo in delivery vans - Requirements and test methods
OECD Standard Codes	
OECD Code 3	OECD standard Code 3 for the official testing of protective structures on agricultural and forestry tractors (dynamic test)
OECD Code 4	OECD standard Code 4 for the official testing of protective structures on agricultural and forestry tractors (static test)
OECD Code 6	OECD standard Code 6 for the official testing of front mounted roll-over protective structures on narrow-track agricultural and forestry tractors
OECD Code 7	OECD standard Code for the official testing of front mounted roll-over protective structures on narrow-track agricultural and forestry tractors
OECD Code 8	OECD standard Code 8 for the official testing of protective structures on agricultural and forestry track-laying tractors
OECD Code 10	OECD standard Code 10 for the official testing of falling object protective structures on agricultural and forestry tractors
SAE standards	
J 551-2	SAE J 551-2 - Test Limits and Methods of Measurement of Radio Disturbance Characteristics of Vehicles, Motorboats, and Spark-Ignited Engine-Driven Devices
J 551-4	SAE J 551-4 - Test limits and methods for measuring radio wave disturbance characteristics of vehicles and devices with spark ignition, broadband and narrow-ignition engines, from 150 kHz to 1,000 MHz
J 1113-41	SAE J 1113-41 - Limits and Methods of Measurement of Radio Disturbance Characteristics of Components and Modules for the Protection of Receivers Used On Board Vehicles
J 2578	SAE J 2578 - Recommended Practice for General Fuel Cell Vehicle Safety
CISPR standards	
CISPR 12	CISPR 12 - Vehicles, boats and internal combustion engines - Radio disturbance characteristics - Limits and methods of measurement for the protection of off-board receivers
CISPR 25	CISPR 25 - Vehicles, boats and internal combustion engines - Radio disturbance characteristics - Limits and methods of measurement for the protection of on-board receivers
FMVSS standards	
FMVSS No 105	FMVSS No 105 - Hydraulic and electric braking systems
FMVSS No 121	FMVSS No 121 - Pneumatic braking systems
FMVSS No 135	FMVSS No 135 - Braking systems for light vehicles
FMVSS No 202a	FMVSS No 202a - Headers
FMVSS No 203	FMVSS No 203 - Impact protection for the driver from the steering control system
FMVSS No 204	FMVSS No. 204 - Steering control rearward displacement
FMVSS No 208	FMVSS No 208 - Occupant crash protection
FMVSS No 207	FMVSS No 207 - Seating systems
FMVSS No 210	FMVSS No 210 - Seat belt assembly anchorages
FMVSS No 214	FMVSS No. 214 - Side impact protection
FMVSS No 301	FMVSS No 301 - Fuel system integrity
JSRRV regulations	
JSRRV	Road vehicle safety regulations in Japan

**Technical conditions for national individual approval of new vehicles
of categories M, N, O**

	Reference scope Regulatory act	Application										Equivalent requirements
		M1	M2	M3	N1	N2	N3	O1	O2	O3	O4	
1A	Sound level Regulation (EU) No 540/2014 UN Regulation No 51	A	A	A	A	A	A					<i>Drive-by test</i> 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 6.2.2 of UN Regulation No 51. 1 decibel in addition to the permitted limits shall be allowed; b) 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; c) Exhaust systems containing fibrous materials need not be conditioned as prescribed in Annex 5 to UN Regulation No 51; <i>Stationary test</i> a) A test shall be conducted in accordance with paragraph 3.2 of Annex 3 to UN Regulation No 51.
2A	Emissions (Euro 5 and Euro 6) light duty vehicles Regulation (EC) No 715/2007	A	A		A	A						<i>Application</i> Vehicles with a reference mass not exceeding 2,610 kg. At the manufacturer's request, the Regulation may apply to vehicles with a reference mass not exceeding 2,840 kg. <i>Emissions</i> 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 Regulation (EC) No 692/2008. The limits to be applied shall be those specified in Table II in Annex I to Regulation (EC) No 715/2007. As an alternative to performing the above tests, tests may be carried out with portable chemical pollutant emission measurement systems in accordance with the methodologies specified in the applicable EC/EU regulations; 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; c) The dynamometer shall be set up in accordance with the technical requirements set out in paragraph

												a) The applicant shall submit a statement from the manufacturer stating the maximum engine power output in kW as well as the corresponding engine speed in revolutions per minute; b) An engine power output curve providing the same information may alternatively be provided by the applicant.
3A (A14)	Prevention of fire risks (liquid fuel tanks) UN Regulation No 34	B ⁽¹⁾ B ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	B ⁽¹⁾ B ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	<i>Fuel tanks</i> 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; 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, respectively. <i>Specific provisions for fuel tanks made of a plastic material</i> The applicant shall submit a statement from the manufacturer establishing that the fuel tank on the particular vehicle (<i>the VIN of which has to be specified</i>) complies either with at least one of the following: – Annex 5 to UN Regulation No 34; - FMVSS No 301. <i>Rear protective devices</i> The rear part of the vehicle shall be constructed in accordance with paragraph 8 of UN Regulation No 34.
3B (A12)	Rear underrun protective devices (RUPDs) and their installation UN Regulation No 58	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	X ⁽¹⁾ A or B ^{(2), (3)}	X ⁽¹⁾ A or B ^{(2), (3)}	B ⁽²⁾	B ⁽²⁾	X ⁽¹⁾ A or B ^{(2), (3)}	X ⁽¹⁾ A or B ^{(2), (3)}	<i>Rear underrun protection device</i> A vehicle of categories M₁, M₂, M₃, N₁, O₁ or O₂ shall be considered to comply with the requirements if the rear section of the vehicle is constructed in accordance with paragraph 2 of UN Regulation No 58. It is sufficient that the requirements set out in paragraph 2.3 are fulfilled. <i>Installation of rear underrun protection devices</i> The installation of devices on the vehicle shall comply with the requirements of paragraph 16 of Part II of UN Regulation No 58. <i>Rear underrun protection</i> The vehicle equipped with a rear underrun protection device which has not been separately approved in accordance with Part I of UN Regulation No 58, or which is so

												designed and/or equipped that its component parts may be considered to fulfil all or part of the function of the RUPD shall comply with the requirements of paragraph 25 of Part III of UN Regulation No 58.
4A (F1)	Space for mounting and fixing rear registration/licensing plates Implementing Regulation (EU) 2021/535, Annex III	B	B	B	B	B	B	B	B	B	B	<i>Space for mounting the rear registration/licensing plate</i> The vehicle complies with paragraphs 1 and 2 of Part 2 of Annex III to Implementing Regulation (EU) 2021/535.
5A (C1)	Steering system UN Regulation No 79	A	A	A	A	A	A	A	A	A	A	<i>General requirements</i> The driving position shall be located on the left side in relation to the median longitudinal plane of the motor vehicle. Special vehicles used in community public services (street cleaning) are exempted. The vehicle shall comply with the requirements of paragraph 5 of UN Regulation No 79. <i>Tests</i> a) A test shall be carried out for motor vehicles in accordance with paragraphs 6.1.2 and 6.2.1 of UN Regulation No 79; b) A test shall be carried out for trailers in accordance with paragraph 6.3 of UN Regulation No 79. <i>Motor vehicles fitted with auxiliary steering equipment</i> Motor vehicles fitted with auxiliary steering equipment comply with the requirements of Annex 4 to UN Regulation No 79; the induced defect check shall be done only in cases of risk. <i>Trailers fitted with a hydraulic steering wheel</i> Trailers fitted with a hydraulic steering wheelhouse shall comply with the additional requirements of Annex 5 to UN Regulation No 79; the necessary technical data will be those declared by the manufacturer. <i>Complex electronic vehicle control system (drive-by-wire devices)</i> Complex electronic control system shall be permitted only if they comply with Annex 6 to UN Regulation No 79; the necessary technical data will be those declared by the manufacturer.
6A (F4)	Vehicle access and manoeuvrability (steps, running boards and	B			B	B	B					<i>Access to vehicles</i> The vehicle shall comply with the requirements of Part 2 of Annex X

	handholds) Regulation (EU) 2021/535, Annex X											to Regulation (EU) 2021/535. <i>Manoeuvrability of vehicles</i> Vehicles shall be equipped with a reversing device which can be operated from the driver's position.
6B (F3)	Door latches and door retention components UN Regulation No 11	C			C							<i>Door locks</i> The vehicle shall comply with the requirements of paragraph 5.2 of UN Regulation No 11. <i>Door hinges</i> The vehicle shall comply with the requirements of paragraph 6.1.5.4 of UN Regulation No 11. <i>Door locking systems</i> The vehicle shall comply with the requirements of paragraph 6.3 of UN Regulation No 11.
7A (D1)	Audible warning devices and signals UN Regulation No 28	X ⁽¹⁾ B ⁽²⁾	X ⁽¹⁾ B ⁽²⁾	X ⁽¹⁾ B ⁽²⁾	X ⁽¹⁾ B ⁽²⁾	X ⁽¹⁾ B ⁽²⁾	X ⁽¹⁾ B ⁽²⁾					<i>Audible warning devices</i> The device shall comply with the requirements of paragraph 6.1.1 of UN Regulation No 28.
8A (B13)	Indirect vision devices and their installation UN Regulation No 46	X ⁽¹⁾ B ⁽²⁾	X ⁽¹⁾ B ⁽²⁾	X ⁽¹⁾ B ⁽²⁾	X ⁽¹⁾ B ⁽²⁾	X ⁽¹⁾ B ⁽²⁾	X ⁽¹⁾ B ⁽²⁾					<i>Indirect vision devices</i> Devices shall comply with the requirements of paragraphs 6.1.1.1, 6.2.1.1 and 6.2.1.2 of UN Regulation No 46. <i>Fitting with mirrors</i> The vehicle shall be fitted with the rear-view mirrors referred to in paragraph 15.2 of UN Regulation No 46. <i>Installation on the vehicle</i> The mirrors shall be installed on the vehicle in such a way as to obtain the fields of vision specified in paragraph 15.2.4 of UN Regulation No 46.
9A (C4)	Braking of vehicles and trailers UN Regulation No 13		A	A	A ⁽⁴⁾	A	A	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾ (5)	A	A	<i>General provisions</i> a) The characteristics of the braking system are those specified in paragraph 5.2.1 of UN Regulation No 13, for categories M ₂ , M ₃ and N and respectively in paragraph 5.2.2 for category O, having regard to the functions of the braking system specified in paragraph 5.1.2 of the same Regulation; b) Vehicles of categories M ₂ , M ₃ and N shall be fitted with an electronic antilock braking system acting on all wheels. <i>Tests</i> a) Vehicles shall be subjected to the tests described in Section 1, Annex 4 to UN Regulation No 13; b) The performances of the braking system shall comply with the requirements of Section 2, Annex 4 to UN Regulation No 13, for categories M ₂ , M ₃ and N and

												respectively Section 3 of the same Annex for category O; c) The tests referred to in subparagraph (a) shall not be carried out when the applicant provides a declaration from the manufacturer that the vehicle meets the requirements of UN Regulation No 13H, including Supplement 5 or FMVSS No 135, No 105 or No 121.
9B (C4)	Braking of passenger cars UN Regulation No 13H	A ⁽⁴⁾			A ⁽⁴⁾							<i>General provisions</i> a) The characteristics of the braking system shall be those specified in paragraph 5.2 of UN Regulation No 13H; b) Vehicles shall be equipped with an electronic anti-lock braking system acting on all wheels and an electronic stability control system. <i>Tests</i> a) Vehicles shall be subjected to the tests described in Section 1, Annex 3 to UN Regulation No 13H; b) The performance of the braking system shall comply with the requirements of Section 2, Annex 3 to UN Regulation No 13H; c) The tests referred to in subparagraph (a) shall not be carried out when the applicant provides a declaration from the manufacturer that the vehicle meets the requirements of FMVSS No 135.
10A (D2)	Electromagnetic compatibility. UN Regulation No 10	X ^{(1), (11)} D ⁽²⁾	X ^{(1), (11)} D ⁽²⁾	X ^{(1), (11)} D ⁽²⁾	X ^{(1), (11)} D ⁽²⁾	X ^{(1), (11)} D ⁽²⁾	X ^{(1), (11)} D ⁽²⁾	X ^{(1), (11)} D ⁽²⁾	X ^{(1), (11)} D ⁽²⁾	X ^{(1), (11)} D ⁽²⁾	X ^{(1), (11)} D ⁽²⁾	<i>Components</i> a) No type-approval of electrical/electronic assemblies (ESAs) with which a vehicle is originally equipped for the purpose of carrying out its basic function - driving on public roads (e.g.: spark plugs, cables, management computers, etc.); b) the ESA retrofitted shall comply with the provisions of UN Regulation No 10 and shall be marked accordingly. <i>Electromagnetic radiation emissions</i> The applicant shall provide a declaration from the manufacturer that the vehicle complies with UN Regulation No 10 or the following alternative standards: - broadband electromagnetic radiation: CISPR 12 or SAE J551-2; - narrow-band electromagnetic radiation: CISPR 12 (off-board) or 25 (in-board) or SAE J551-4 and

											SAE J1113-41.
12A (A1)	Interior design UN Regulation No 21	A									<i>Interior arrangement</i> 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; 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; c) The absence sharp edges in the zones defined in paragraphs 5.1 to 5.7 of UN Regulation No 21 shall be checked. <i>Electrical controls</i> 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; b) Electric windows which cannot be closed when the ignition is off shall be exempt from the requirements concerning auto-reverse systems.
13A (D3)	Protection of motor vehicles against unauthorised use UN Regulation No 18 UN Regulation No 161		X ¹⁾ A ⁽²⁾	X ¹⁾ A ⁽²⁾		X ¹⁾ A ⁽²⁾	X ¹⁾ A ⁽²⁾				<i>Protective device</i> a) Vehicles shall be equipped with protective devices complying with the provisions of paragraphs 5.1, 5.2 and 5.3 of UN Regulation No 18 and the special specifications specified in paragraph 6 of that Regulation, without however requiring the resistance or wear resistance tests prescribed in that Regulation; b) If, in accordance with point (a), an immobiliser has to be retrofitted, it shall be of an approved type in accordance with UN Regulation No 18.
13B (D3)	Protection of motor vehicles against unauthorised use UN Regulation No 116 UN Regulation No 162	A			A						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; b) If an immobiliser is fitted, it shall meet the technical requirements of paragraph 8.1.1 of UN Regulation No 116.
14A (A22)	Protection of the driver against the steering	C			C						<i>Protective device</i> Applicant shall submit a

)	mechanism in the event of impact UN Regulation No 12											declaration from the manufacturer, establishing that the vehicle (<i>whose VIN must be specified</i>) complies with at least one of the following: - UN Regulation No 12; - FMVSS No 203, including FMVSS No 204; - Article 11 of the JSRRV.
15A (A2)	Seats, their anchorages and any head restraints (for seats not covered by UN Regulation No 80) UN Regulation No 17	D	D	D	D	D	D					<i>Seats, seat anchorages and adjustment systems</i> The applicant shall submit a declaration from the manufacturer that the vehicle (<i>whose VIN must be specified</i>), complies with at least one of the following: - UN Regulation No 17; - FMVSS No 207 (Seating systems). <i>Head restraints</i> 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; b) Only the tests described in paragraphs 5.12, 6.5, 6.6 and 6.7 of UN Regulation No 17 shall be conducted; c) In the other event, the applicant shall submit a statement from the manufacturer establishing that the particular vehicle (<i>the VIN of which has to be specified</i>), complies with FMVSS No 202a (Head restraints).
15B (A3)	Seats of large passenger vehicles UN Regulation No 80		X ¹⁾ A ⁽²⁾	X ¹⁾ A ⁽²⁾								<i>Vehicle seats</i> a) The seats shall be approved and bear the approval mark in accordance with UN Regulation No 80, or b) A valid test report may be submitted for the approved vehicle with reference to this reference. <i>Installation of seats</i> The installation of seats complies with the requirements of paragraph 7 of UN Regulation No 80, except for the mechanical strength test in UN Regulation No 14.
16A (F5)	External projections UN Regulation No 26	B										<i>General provisions</i> The external surface of the bodywork shall comply with the general requirements included in paragraph 5 of UN Regulation No 26.
17A, 17B (D5, D6, F2)	Speedometer equipment including its installation; Reversing UN Regulation No 39 Regulation (EU) 2021/535, Annex XI	A	A	A	A	A	A					<i>Speedometer</i> The dial of the vehicle speedometer shall comply with paragraph 5.1 of UN Regulation No 39. <i>Reverse gear</i> The gear mechanism shall include a reverse gear.
18A	Manufacturer's statutory	A	A	A	A	A	A	A	A	A	A	Manufacturer's statutory plate

(F7)	plate and the vehicle identification number Regulation (EU) 2021/535, Annex II											The vehicle shall comply with the requirements of Sections A and B of Part 2 of Annex II to Regulation (EU) 2021/535.
19A (A4)	Safety-belt anchorages, Isofix anchorages systems and Isofix top tether anchorages UN Regulation No 14	B ⁽⁶⁾	A	A	B ⁽⁶⁾	A	A					<i>General provisions</i> a) Safety belt anchorages shall comply with the requirements of paragraph 5.2.1 of UN Regulation No 14; b) The Isofix anchorage systems comply with the requirements of paragraphs 5.2.2 and 5.2.3 of UN Regulation No 14; c) Isofix top tether anchorage systems shall comply with the requirements of paragraph 5.2.4 of UN Regulation No 14. <i>Minimum number of anchorage points</i> a) Seat belt anchorages shall comply with the requirements of Annex 6 to UN Regulation No 14; b) Isofix anchorage systems shall comply with the requirements of paragraph 5.3.8 of UN Regulation No 14. <i>Anchorage points resistance test</i> a) A test shall be carried out in accordance with Annex 7 to UN Regulation No 14; b) the test shall not be required if the applicant for approval provides approval certificates or test reports in accordance with UN Regulation No 14 confirming the belt anchorage solution used on the vehicle type. Test reports containing virtual test methods shall also be accepted; b) The test shall not be required if the applicant for approval provides a declaration by the manufacturer that the vehicle (<i>whose VIN must be specified</i>) complies with at least one of the following: - FMVSS No 210; – Article 22-3 of JSRRV. The technical solutions used for the anchorage of seat belts of motor vehicles of categories M and N obtained by modification of base or incomplete motor vehicles of categories M or N shall comply with the strength requirements specified in UN Regulation No 14. The strength requirements shall be deemed to be met if approval certificates or test reports confirming the belt anchorage

												solution used on the vehicle type are available. Test reports containing virtual test methods shall also be accepted. For motor vehicles of category N ₁ , it is also accepted that the strength conditions valid for motor vehicles of category M ₂ are met, except for the front seats.
20A (D15, D16)	Installation of lighting and light-signalling devices on vehicles UN Regulation No 48	X ^{(1),} (11) A ⁽²⁾	X ^{(1),} (11) A ⁽²⁾	X ^{(1),} (11) A ⁽²⁾	X ^{(1),} (11) A ⁽²⁾	X ^{(1),} (11) A ⁽²⁾	X ^{(1),} (11) A ⁽²⁾	X ^{(1),} (11) A ⁽²⁾	X ^{(1),} (11) A ⁽²⁾	X ^{(1),} (11) A ⁽²⁾	X ^{(1),} (11) A ⁽²⁾	<i>Lighting and light-signalling devices</i> a) The devices shall comply with the general specifications referred to in paragraph 5 of UN Regulation No 48 and the individual specifications referred to in paragraph 6 of that Regulation; b) Lighting and light-signalling devices retrofitted for the purpose of applying the above provisions shall bear the type-approval mark; c) 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; d) Headlamp dipped-beams shall be adapted to the right-hand traffic direction of the road.
21A (D13)	Retro-reflecting devices for power-driven vehicles and their trailers UN Regulation No 3 UN Regulation No 150	E	E	E	E	E	E	E	E	E	E	Where necessary, two additional retro-reflectors bearing the type-approval mark shall be mounted at the rear of the vehicle in a position conforming to the provisions of UN Regulation No 48.
22A (D11)	Front and rear position lamps, stop-lamps and end-outline marker lamps for motor vehicles and their trailers UN Regulation No 7 UN Regulation No 148	E	E	E	E	E	E	E	E	E	E	The requirements of UN Regulation No 7 shall not apply. However, the correct functioning of the lights shall be checked.
22B (D11)	Daytime running lamps for power-driven vehicles UN Regulation No 87 UN Regulation No 148	E	E	E	E	E	E					The requirements of UN Regulation No 87 shall not apply. However, the correct functioning of the lights shall be checked.
22C (D11)	Side-marker lamps for motor vehicles and their trailers UN Regulation No 91 UN Regulation No 148	E	E	E	E	E	E	E	E	E	E	The requirements of UN Regulation No 91 shall not apply. However, the correct functioning of the lights shall be checked.
23A (D11)	Direction indicators for power-driven vehicles and their trailers	E	E	E	E	E	E	E	E	E	E	The requirements of UN Regulation No 6 shall not apply. However, the correct functioning of the lights shall be checked.

	UN Regulation No 6 UN Regulation No 148											
24A (D11)	Illumination of rear- registration plates of power-driven vehicles and their trailers UN Regulation No 4 UN Regulation No 148	E	E	E	E	E	E	E	E	E	E	The requirements of UN Regulation No 4 shall not apply. However, the correct functioning of the lights shall be checked.
25C, 25E, 25F (D12)	Headlamps (including bulbs) UN Regulations 98, 112 and 123 UN Regulation No 149	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾					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. The tolerances included in Annex 5 to that Regulation may be referred to for that purpose; b) The same requirement shall apply to the passing beam of headlamps covered by UN Regulation No 98 or No 123.
26A (D11)	Power-driven vehicle front fog lamps UN Regulation No 19 UN Regulation No 149	E	E	E	E	E	E					The requirements of UN Regulation No 19 shall not apply. However, the correct functioning of the lights shall be checked.
27A (F8)	Towing devices Regulation (EU) 2021/535, Annex VII	NA	NA	NA	NA	NA	NA					
28A (D11)	Rear fog lamps for power-driven vehicles and their trailers UN Regulation No 38 UN Regulation No 148	E	E	E	E	E	E	E	E	E	E	The requirements of UN Regulation No 38 shall not apply. However, the correct functioning of the lights shall be checked.
29A (D11)	Reversing lights for power-driven vehicles and their trailers UN Regulation No 23 UN Regulation No 148	E	E	E	E	E	E	E	E	E	E	The requirements of UN Regulation No 23 shall not apply. However, the correct functioning of the lights shall be checked.
30A (D11)	Parking lamps for power-driven vehicles UN Regulation No 77 UN Regulation No 148	E	E	E	E	E	E					The requirements of UN Regulation No 77 shall not apply. However, the correct functioning of the lights shall be checked.
31A (A5, A6)	Safety-belts, restraint systems, child restraint systems and Isofix child restraint systems UN Regulation No 16	X ^{(1), (11)} A ⁽²⁾	X ^{(1), (11)} A ⁽²⁾	X ^{(1), (11)} A ⁽²⁾	X ^{(1), (11)} A ⁽²⁾	X ^{(1), (11)} A ⁽²⁾	X ^{(1), (11)} A ⁽²⁾					<i>Components</i> a) Each safety-belt shall bear an identification label and approval in accordance with UN Regulation No 16 is not required; b) The indications on the label shall be consistent with the decision concerning seat belt anchorages (see heading 19A). <i>Installation</i> a) The vehicle shall be fitted with safety belts in accordance with the requirements set out in Annex XVI to UN Regulation No 16; b) Where a number of safety belts

												have to be retrofitted in accordance with point (a), they shall be of an approved type in accordance with UN Regulation No 16.
32A (B8)	Forward field of vision of the UN Regulation No 125	A										<i>Field of vision</i> 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; 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; c) The number of ‘A pillars’ shall not exceed 2.
33A (D9)	Location and identification of controls, tell-tales and indicators UN Regulation No 121	A	A	A	A	A	A					<i>Components</i> 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; 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 operation of the controls in question.
34A (B11)	Windscreen defrosting and windscreen demisting devices Regulation (EU) 2021/535, Annex VI	A	A	A	A	A	A					<i>General conditions</i> a) The vehicle shall be equipped with adequate windscreen defrosting and windscreen demisting devices; b) A windscreen defrosting device shall be considered ‘adequate’ if it meets at least the requirements of point 2.1.1 of Annex VI to Regulation (EU) 2021/535; c) A windscreen demisting system shall be considered ‘adequate’ if it meets at least the requirements of point 2.2.1 of Annex VI to Regulation (EU) 2021/535.
35A (B12)	Windscreen washing and windscreen wiping devices Regulation (EU) 2021/535, Annex IV	A	A	A	A	A	A					<i>General conditions</i> a) The vehicle shall be equipped with adequate windscreen washing and windscreen wiping devices; b) A windscreen washing and wiping system shall be considered ‘adequate’ if it meets at least the requirements of point 2.1.5 of Annex IV to Regulation (EU) 2021/535.
36A (D10)	Heating systems UN Regulation No 122	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	<i>General conditions</i> 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 heating systems shall fulfil the requirements set out in Annex 8 to UN Regulation No 122; c) Additional heating systems that are retrofitted shall comply with the requirements set out in UN Regulation No 122.
37A (F9)	Wheel guards Regulation (EU) 2021/535, Annex V	A										<i>General conditions</i> The vehicle shall comply with the requirements of Part 2 of Annex V to Regulation (EU) 2021/535.
38A	Head restraints (headrests), whether or not incorporated in vehicle seats UN Regulation No 25	NA										
41A	Emissions from heavy duty vehicles (Euro VI) Regulation (EC) No 595/2009	A	A	A	A	A	A					<i>Application</i> 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. For other options, Article 2 of Regulation (EC) No 595/2009 shall apply. <i>Tailpipe emissions</i> a) A type I test shall be conducted in accordance with Annex III to Regulation (EC) No 582/2011 using the deterioration factors set out in point 3.6.1 of Annex VI to Regulation (EC) No 582/2011; The limits to be applied shall be those specified in the Table in Annex I to Regulation (EC) No 595/2009. As an alternative to performing the test specified above, tests may be carried out with portable chemical pollutant emission measurement systems. <i>CO₂ emissions</i> CO ₂ emissions and the fuel consumption shall be determined in accordance with Annex VIII to Regulation (EU) No 582/2011. <i>OBD system</i> a) The vehicle shall be fitted with an OBD system; b) The OBD-interface must be able to communicate with an external OBD scan-tool as described in Annex X to Regulation (EU) No 582/2011. <i>Requirements to ensure the correct</i>

												<i>operation of NO_x control measures</i> 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. The alternative type-approval provisions set out in paragraph 2.1 of that Annex must also apply. <i>Power measurement</i> 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 by the wheel power measurement method on the chassis dynamometer.
42A (A13)	Lateral protection of goods vehicles UN Regulation No 73					X ⁽¹⁾ A or B ^{(2), (3)}	X ⁽¹⁾ A or B ^{(2), (3)}			X ⁽¹⁾ A or B ^{(2), (3)}	X ⁽¹⁾ A or B ^{(2), (3)}	<i>Lateral protection devices</i> Lateral protection devices shall comply with the requirements specified in paragraphs 7 and 8 of UN Regulation No 73.
43A F10	Spray suppression systems Regulation (EU) 2021/535, Annex VIII				X ^{(1), (7), (11)} B ⁽²⁾	X ^{(1), (7), (11)} B ⁽²⁾	X ^{(1), (7), (11)} B ⁽²⁾	X ^{(1), (7), (11)} B ⁽²⁾	X ^{(1), (7), (11)} B ⁽²⁾	X ^{(1), (7), (11)} B ⁽²⁾	X ^{(1), (7), (11)} B ⁽²⁾	<i>Spray-suppression devices</i> a) Vehicles shall be fitted with spray-suppression devices manufactured in accordance with paragraph 4 of Part 2 of Annex VIII to Regulation (EU) 2021/535; b) Spray suppression devices retrofitted are approved in accordance with Regulation (EU) 2021/535
44A F11	Masses and dimensions Regulation (EU) 2021/535, Annex XIII	B	B	B	B	B	B	B	B	B	B	<i>Tests</i> Vehicles shall comply with the requirements of Part 2 of Annex XIII to Regulation (EU) 2021/535.
45A (B10)	Safety glazing materials and their installation on vehicles UN Regulation No 43	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	<i>Components</i> 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. <i>Installation</i> a) The installation requirements set out in Annex 21 to UN Regulation No 43 shall apply; 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.
46A (C15)	Installation of tyres	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	B ⁽²⁾	<i>Installation</i> a) The vehicle complies with the

	UN Regulation No 142											requirements of paragraph 5 of UN Regulation No 142; b) The speed category symbol of the tyre shall be compatible with the maximum speed of the vehicle; c) The requirement in point (b) applies even if there is a speed limiter; d) The maximum speed of the vehicle shall be stated by the vehicle manufacturer. However, the technical service may assess the maximum 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 (C10)	Pneumatic tyres for motor vehicles and their trailers (Class C ₁) UN Regulation No 30	X ⁽¹⁾			X ⁽¹⁾			X ⁽¹⁾	X ⁽¹⁾			<i>Components</i> Tyres shall bear a type-approval mark.
46C (C10)	Pneumatic tyres for commercial vehicles and their trailers (Classes C ₂ and C ₃) UN Regulation No 54		X ⁽¹⁾	X ⁽¹⁾	X ⁽¹⁾	X ⁽¹⁾	X ⁽¹⁾			X ⁽¹⁾	X ⁽¹⁾	<i>Components</i> Tyres shall bear a type-approval mark.
46D (C10)	Tyre rolling sound emissions, adhesion on wet surfaces and rolling resistance (Classes C ₁ , C ₂ and C ₃) UN Regulation No 117	X ⁽¹⁾	X ⁽¹⁾	X ⁽¹⁾	X ⁽¹⁾	X ⁽¹⁾	X ⁽¹⁾	X ⁽¹⁾	X ⁽¹⁾	X ⁽¹⁾	X ⁽¹⁾	<i>Components</i> Tyres shall bear a type-approval mark.
46E (C11)	Temporary-use spare unit, run-flat tyres/system and tyre pressure monitoring system (TPMS) UN Regulation No 64	X ^{(1), (8)} B ^{(2), (8)}			X ^{(1), (8)} B ^{(2), (8)}							<i>Components</i> Tyres shall bear a type-approval mark. Fitting with TPMS is not mandatory. Motor vehicles fitted with TPMS shall comply with the requirements of Annex V to UN Regulation No 64.
47A (D7)	Speed limitation of vehicles UN Regulation No 89		X ^{(1) A⁽²⁾}	X ^{(1) A⁽²⁾}		X ^{(1) A⁽²⁾}	X ^{(1) A⁽²⁾}					<i>General provisions</i> If the fitting of a speed limiter is required, it shall be approved in accordance with Part III of UN Regulation No 89 and the fitting shall comply with the requirements of paragraph 13, Part II of UN Regulation No 89.
49A (F6)	Commercial vehicles with regard to their external projections forward of the cab's rear panel UN Regulation No 61				B	B	B					<i>General provisions</i> The vehicle shall comply with the general specifications laid down in paragraph 5 of UN Regulation No 61 and the particular specifications referred to in paragraphs 6.1, 6.5, 6.6, 6.7, 6.8 and 6.11 of that Regulation.
50A F12	Mechanical coupling components of combinations of	X ^{(1) B⁽²⁾}	X ^{(1) B⁽²⁾}	X ^{(1) B⁽²⁾}	X ^{(1) B⁽²⁾}	X ^{(1) B⁽²⁾}	X ^{(1) B⁽²⁾}	X ^{(1) B⁽²⁾}	X ^{(1) B⁽²⁾}	X ^{(1) B⁽²⁾}	X ^{(1) B⁽²⁾}	<i>Separate technical units</i> a) OEM couplings intended for towing a trailer whose maximum

	vehicles UN Regulation No 55											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; b) Couplings other than those referred to in point (a), as well as couplings that are retrofitted, shall be type-approved in accordance with UN Regulation No 55. <i>Installation</i> The technical service shall check that the installation of the coupling devices comply with paragraph 6 to UN Regulation No 55.
50B F12	Close-coupling device (CCD); fitting of an approved type of CCD UN Regulation No 102					X ⁽¹⁾ B ⁽²⁾	X ⁽¹⁾ B ⁽²⁾			X ⁽¹⁾ B ⁽²⁾	X ⁽¹⁾ B ⁽²⁾	<i>Devices</i> The close-coupling device (CCD) shall be approved in accordance with UN Regulation No 102. <i>Installation</i> The installation of the vehicle device shall comply with the requirements of paragraph 13, Section II of UN Regulation No 102.
51A (F16)	Burning behaviour of materials used in the interior construction of certain categories of motor vehicles UN Regulation No 118			C								<i>Tests</i> a) Tests shall be carried out in accordance with Annexes 6 to 8 to UN Regulation No.118; b) Alternatively, the applicant shall provide a declaration from the manufacturer stating that the materials used in the interior of a vehicle (<i>whose VIN must be specified</i>) complies with the provisions of UN Regulation No 118.
52A (F14)	Vehicles of categories M2 and M3 UN Regulation No 107		A	A								<i>Tests</i> Tests shall be carried out in accordance with Annexes 3, 4, 7 and 8 to UN Regulation No 107.
52B (F15)	Strength of the superstructure of large passenger vehicles UN Regulation No 66		D	D								<i>Application</i> Unfloored, rigid or articulated vehicles of categories M₂ or M₃, classes II or III or class B having more than 16 passengers. <i>Requirements</i> The applicant for approval shall provide a declaration by the manufacturer that the vehicle

												(whose VIN must be specified) complies with the essential requirements of UN Regulation No 66.
53A (A20)	Protection of occupants in the event of a frontal collision UN Regulation No 94	D ⁽⁹⁾										<i>Alternative requirements</i> The applicant shall submit a declaration from the manufacturer that the vehicle (whose VIN must be specified), complies with at least one of the following: - UN Regulation No 94; - FMVSS No 208; - Article 18 of the JSRRV.
54A (A25)	Protection of occupants in the event of lateral collision UN Regulation No 95	D ⁽¹⁰⁾			D ⁽¹⁰⁾							<i>Alternative requirements</i> The applicant shall provide a declaration from the manufacturer that the vehicle (whose VIN must be specified) comply with at least one of the following: - UN Regulation No.95; - FMVSS No 214; - Article 18 of the JSRRV.
56A (F13)	Vehicles for the carriage of dangerous goods UN Regulation No 105				X	X	X	X	X	X	X	<i>Tests</i> Vehicles intended for the transport of dangerous goods shall comply with UN Regulation No 105.
57A (A11)	Front underrun protective devices (FUPDs) and their installation; front underrun protection (FUP) UN Regulation No 93					X ¹⁾ A or B (2), (3)	X ¹⁾ A or B (2), (3)					<i>Application</i> The requirements shall not apply to vehicles N ₂ G, N ₃ G or vehicles the use of which is incompatible with the provisions relating to frontal underrun protection. <i>Requirements</i> a) The ground clearance of the front of the vehicles shall not exceed 400 mm; b) Vehicles not complying with the requirement of point (a) shall be equipped with devices which comply at least with the requirements of Part III of UN Regulation No 93.
58 (B3)	Pedestrian protection, Regulation (EU) 2021/535, Annex XII	X ¹⁾ A or B (2), (3)			X ¹⁾ A or B (2), (3)							<i>Brake assist</i> Vehicles shall be fitted with an electronic antilock braking system acting on all wheels. <i>Frontal protection systems</i> Vehicles equipped with frontal protection systems shall comply with the requirements of Regulation (EU) 2021/535, Annex XII, Part 2, Section A, point 3 (Specific requirements). Frontal protection systems retrofitted to the vehicle shall be type-approved in accordance with Regulation (EU) 2021/535 and their installation shall comply with the requirements set out in Annex XII, Part 2, Section A, point 3

												(Specific requirements).
59	Recyclability Directive 2005/64/EC	NA			NA							
61	Air-conditioning systems Directive 2006/40/EC	NA			NA							
62 (A17, A18)	Hydrogen system UN Regulation No 134 Regulation (EU) 2021/535, Annex XIV	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾					The requirements of UN Regulation No 134 shall apply. Alternatively, it shall be demonstrated that the vehicle meets: - the substantive requirements of Regulation (EC) No 79/2009 in the version applicable on 5 July 2022; - attachment 100 – Technical Standard For Fuel Systems Of Motor Vehicle Fuelled By Compressed Hydrogen Gas (Japan); - GB/T 24549-2009 Fuel cell electric vehicles - safety requirements (China); - ISO 23273:2013 Part 1 and Part 2; - SAE J2578.
64 (D18)	Gear shift indicators Regulation (EU) 2021/535, Annex IX	NA										
65 (C9, C8)	Advanced emergency braking systems UN Regulation No 152 UN Regulation No 131	NA	NA	NA	NA	NA	NA					
66 (C2)	Lane departure warning systems UN Regulation No 130		NA	NA		NA	NA					
67 (A15)	Specific components for liquefied petroleum gases (LPG) and their installation on motor vehicles UN Regulation No 67	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾					<i>Components</i> The components of the LPG installation shall be approved and bear approval markings in accordance with UN Regulation No 67. <i>Installation</i> The requirements for the installation of the LPG installation in accordance with paragraph 17 of Part II of UN Regulation No 67 shall be complied with.
68 (D3)	Vehicle alarm systems UN Regulation No 97 UN Regulation No 163	NA			NA							
69 (A19)	Electrical safety UN Regulation No 100	A	A	A	A	A	A					<i>Tests</i> Vehicles shall comply with the requirements of paragraph 5 of UN Regulation No 100 with regard to electrical safety.

70 (A16)	Specific components for compressed natural gas (CNG) and/or liquefied natural gas (LNG) and their installation on motor vehicles UN Regulation No 110	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾	X ⁽¹⁾ A ⁽²⁾					<i>Components</i> The components of the CNG/LNG installation shall be approved and bear approval markings in accordance with UN Regulation No 110. <i>Installation</i> The requirements for the installation of the CNG/LNG installation in accordance with the requirements of paragraph 17 of Part II of UN Regulation No 110 shall be complied with.
71 (A24)	Cab strength UN Regulation No 29				D	D	D					Compliance with the requirements of UN Regulation No 29 may be demonstrated by the manufacturer's declaration.
72	eCall systems Regulation (EU) 2015/758	NA			NA							

Explanatory notes:

(1) Subassembly or component.

(2) Vehicle or installation.

(3) Level A if the vehicle itself acts as a front, rear or lateral protective device, level B if a component is installed.

(4) No need to be fitted with an electronic stability control system and an assisted braking system. If installed, they shall comply with the requirements of UN Regulation No 13-H.

(5) By way of derogation from paragraph 5.2.2.2 of UN Regulation No 13, inertia braking of trailers on the front axle shall be permitted for the production of less than 50 vehicles per year, level B in this case.

(6) Level D for complete vehicles is also accepted.

(7) Only for multi-stage approval, except for the first stage.

(8) If the equipment is present.

(9) MMTA not exceeding 2.5 tonnes.

(10) The 'R' point of the lowest seat shall be located at a height not exceeding 700 mm from ground level when the vehicle is in conditions corresponding to the reference mass.

(11) Only for parts fitted after manufacture.

X: full compliance with the regulatory act is required; the EC or UN type-approval certificate shall be issued; conformity of production shall be ensured.

NA: not applicable.

A: The approval certificate and the approval mark are not required. Test reports shall be drawn up by a notified technical service.

B: The technical requirements of the regulatory act must be complied with. The tests provided for in the regulatory act must be carried out in full; they may be carried out by the manufacturer himself, who shall then issue the test report, subject to the agreement of the approval authority.

C: the manufacturer shall demonstrate, subject to the agreement of the approval authority, that the fundamental requirements of the regulatory act are met.

D: A declaration of conformity submitted by the manufacturer shall be sufficient. No test report is required.

E: Functional checks.

Level 'X' covers levels 'A', 'B', 'C' and 'D', level 'A' covers levels 'B', 'C' and 'D'; level 'B' covers level 'C' and 'D'; level 'C' covers level 'D'.

**Technical conditions for national individual approval of used vehicles
of categories M, N, O**

1. Identifiers

1.1. The identification number shall be punched (if applicable, inscribed), generally on a non-removable component of the main structural element of the vehicle, in the form and using the characters prescribed by the manufacturer or a competent authority of the country of origin.

1.2. The manufacturer's plate shall be marked at least with the vehicle identification number and the technically permissible maximum masses.

1.3. For the identification number, Latin letters and Arabic numerals must be used. The use of letters I, O and Q or hyphens, asterisks and other special signs shall not be permitted in the composition of the identification number.

1.4. Where letters I, O, Q, hyphens, asterisks or other special signs are included in the identification number, the RAR shall assign and punch a new identification number complying with the requirement of paragraph 1.3.

1.5. In the absence of the manufacturer's plate, the RAR may issue and affix a similar label to the vehicle in terms of mandatory inscriptions (with the exception of the EC/EU type-approval number) in so far as the necessary technical information is available.

2. Masses

2.1. The technically permissible maximum masses (total, on axles, towable, of the combination of vehicles, on the towing device, on the roof as applicable) shall be those declared by the vehicle manufacturer and/or set out in the approval documents.

2.1.2. The unladen mass of the vehicle shall be determined by weighing.

2.1.3. Vehicles shall comply with the requirements set out in paragraphs 2.2 to 2.6, as appropriate.

2.2. The sum of the technically permissible maximum masses on the axles may not be less than the technically permissible maximum mass of the vehicle, with the exception of semi-trailers and centre-axle trailers, at which part of the technically permissible maximum mass shall be distributed to the towing vehicle.

2.3 Specific conditions relating to the masses of motor vehicles M_1 and their trailers:

2.3.1. The technically permissible maximum mass of the motor vehicle may not be less than the unladen mass of the motor vehicle plus the conventional loading mass (number of seats x 75 kg).

2.3.2. The technically permissible maximum mass of the trailer with a braking device may not exceed 3,500 kg. The towable mass with a braking device of a motor vehicle may not exceed its technically permissible maximum mass (in the case of off-road motor vehicles 1.5 times this mass).

2.3.3. The technically permissible maximum mass of the trailer without braking device may not exceed 750 kg. The towable mass without braking device of a motor vehicle may not exceed half of its own mass.

2.3.4. The technically permissible maximum laden mass on the front axle of the motor vehicle may not be less than 30% of its technically permissible maximum laden mass.

2.4. Specific conditions relating to the masses of a vehicle M, N and O other than M_1 :

2.4.1. The technically permissible maximum mass corresponding to the driving axle(s) shall represent at least 25% of the technically permissible maximum mass of the motor vehicle;

2.4.2. The technically permissible maximum mass corresponding to the steered axle(s) may not be less than 20% of the technically permissible maximum mass of the vehicle;

2.4.3. Motor vehicles shall be able to develop an output of at least 5 kW per tonne of the technically permissible maximum mass of the vehicle combination. In the case of self-trailers, the value shall be at least 2 kW per tonne of the technically permissible maximum mass of the vehicle combination.

2.5. In the case of buses and minibuses, the mass of passengers (the mass of one passenger determined according to the table below multiplied by the number of passengers) + the vehicle's own mass + baggage mass (100 kg per m^3 of the volume of luggage compartments + 75 kg per m^2 from the roof

surface intended for the carriage of luggage) + the technically permissible maximum mass on the coupling (if the device is fitted to the vehicle) shall not exceed the technically permissible maximum mass.

2.6. The following table shows the values reserved for the mass of a passenger, as well as the space intended for the passenger's standing:

Vehicle class	Mass of the passenger (kg)	Conventional space for a standing passenger (m ² /passenger)
Class 1 and A ^{**})	68	0.125
Class II	71 ^{*)}	0.15
Class III and B	71 ^{*)}	No passengers standing

^{*)} Including 3 kg of hand luggage

^{**}) If a vehicle of Classes II, III or B is also to be approved as a vehicle of Classes I or A, the masses of luggage carried in the luggage spaces which are not accessible from the outside of the vehicle shall not be taken into account in the approval of these classes.

2.7. The modification of the technically permissible maximum mass of a vehicle, if based on a design modification, shall be accepted if the applicable technical requirements are met and the criteria for the classification of vehicles for the approval category of which the final vehicle belongs set out in Regulation (EU) 2018/858 are met. In the case of a change of the vehicle type-approval category, the systems, components and separate technical entities type-approval certificates issued for the initial vehicle may be accepted, provided that the technical requirements applicable to the approval category of which the initial vehicle belongs are identical or stricter than those applicable to the approval category of which the final vehicle belongs.

2.8. The modification of the technically permissible maximum mass of a vehicle, if not based on a design modification, shall be accepted only in the case of vehicles of categories N and O and if all of the following requirements are met:

2.8.1. the criteria for the classification of vehicles in approval category N laid down in Article 4(1) (b) and Annex I(A)(3) to Regulation (EU) 2018/858 and the criteria for the classification of vehicles in approval category O laid down in Article 4(1)(c) of Regulation (EU) 2018/858 are met;

2.8.2. in the event of a change of vehicle approval category, the technical requirements applicable to the approval category to which the final vehicle belongs shall be met. Type-approval certificates relating to systems, components and separate technical entities issued for the initial vehicle may be accepted provided that the technical requirements applicable to the type of approval to which the original vehicle belongs are identical or stricter than those applicable to the approval category of which the final vehicle belongs;

2.8.3. the respective vehicle type-approval is also type-approved to the modified value of the technically permissible maximum mass, as proven by the presentation of the type-approval certificate in accordance with Directive 97/27/EEC, Regulation (EU) No 1230/2012, or Regulation (EU) 2021/535, Annex XIII;

2.8.4. The vehicle manufacturer or his representative in Romania shall replace the initial plate of the manufacturer with another containing the modified value of the technically permissible maximum mass;

2.8.5. In case of reduction of the maximum mass, as an alternative to the requirement laid down in subparagraph 2.8.3, a test report issued by RAR may be submitted in accordance with Regulation (EU) 2021/535, Annex XIII in which case the new plate may be issued by RAR.

2.9. In the case of modifications of vehicles which affect their own mass (change of engine to one with a different code, change in number of seats, change/replacement of superstructure, etc.), the new distribution of masses or the position of the centre of gravity shall comply with the requirements of this Regulation. If the position of the centre of gravity has changed significantly, individual approval may be granted only if the results of the stability tests are favourable.

3. Dimensions

3.1. The dimensions of the vehicle shall be those declared by the vehicle manufacturer and/or set out in the approval documents.

3.2. The vehicles used shall comply with the following requirements:

Maximum permitted dimensions	(m)
Length	
Motor vehicle	12.00

Trailer	12.00
2-axle bus	13.50
3-axle bus	15.00
Articulated bus	18.75
<i>Width</i>	
M ₁ motor vehicles	2.50
All vehicles except M ₁ motor vehicles, isothermal and refrigerated vehicles	2.55
Isothermal and refrigerated vehicles	2.60
<i>Height</i> – all vehicles	4.00
Maximum distance between the axis of the coupling pivot of the semi-trailer and the rear of the semi-trailer	12.00
Maximum distance measured horizontally between the pivot axis and any point at the front of the semi-trailer	2.04

3.3. By way of derogation from paragraph 3.2, individual approval may be granted for vehicles exceeding the maximum required dimensions in the case of vehicles with body adjustments and/or special equipment which do not allow them to be classified in these dimensions or in the case of vehicles intended for transport for indivisible loads

3.4. The definitions of the dimensions of the gauge and the elements to be taken into account in the measurement are the following:

3.4.1. *length* of the vehicle shall comprise all its elements, including those protruding at the front and rear (protection bars, spare wheel, etc.), with the exception of the following components:

- wipers and elements of the washing device;
- front/rear registration plates;
- custom sealing devices and their protections;
- rubber or plastic elements outside the outermost dimension;
- lighting/signalling equipment;
- mirrors and other assistive devices for indirect vision;
- air intakes;
- access steps and hanging devices;
- access platforms and ramps, if in their folded position (corresponding to the condition of the ready-to-go vehicle) exit the outermost dimension by not more than 300 mm;
- coupling elements to motor vehicles;
- devices for securing the tarpaulin and their protection;
- external sun visors;
- trolley booms of electrically-propelled vehicles.

3.4.2. *width* of the vehicle shall comprise all its elements, including those which stand out in relief at the side (wheel hub, door handles, bumpers, etc.), with the exception of the following components:

- custom sealing devices and their protections;
- devices for securing the tarpaulin and their protection;
- indicators for critical pressure in tyres;
- flexible mudguards;
- lighting/signalling equipment;
- rear-view side mirrors and other assistive devices for indirect vision;
- retractable ladders;
- for vehicles of category M₂ and M₃, access ramps, lifting platforms and similar equipment in running order, not exceeding by more than 10 mm to the side of the vehicle;
- tyre deflections at the point of contact with the ground;

3.4.3. *height* of the vehicle shall comprise all its elements, including the deflector and pantographs (in the lowered position), with the exception of antennas.

3.4.4. *wheelbase* means:

a) for motor vehicles and drawbar trailers, the horizontal distance between the centre of the first and the last axle;

b) for centre-axle trailers, semi-trailers and rigid drawbar trailers, the distance between the vertical axis of the coupling and the centre of the last axle;

3.4.5. *distance between axles* means distance between two consecutive axes; for centre-axle trailers, semi-trailers and rigid drawbar trailer, the first axle spacing is the horizontal distance between the vertical axis of the front coupling and the centre of the first axle;

3.4.6. *track of an axle* means distance between the intersection lines of the centre planes of the wheels and the support plan. For two twin wheels, the median plane is the plane equidistant to the inner flank of one wheel and the outer flank of the other wheel.

3.4.7. *rear overhang* means the between distance between the vertical plane passing through the centres of the rear wheels and an extreme rear point on the vehicle, taking into account all the elements rigidly attached to the vehicle.

3.5. Changes in the dimensions of a vehicle shall be accepted only within the limits set by the manufacturer. If these limits have been exceeded, individual approval may only be granted if the results of manoeuvrability tests carried out in accordance with the provisions of Directive 97/27/EC, Regulation (EU) No 1230/2012, or Regulation (EU) 2021/535 Annex XIII, are favourable.

4. Steering system

4.1. The driving position shall be located on the left side in relation to the median longitudinal plane of the motor vehicle. Special vehicles used in Community public services (street cleaning) and motor vehicles which were last registered in another EU Member State and which have not changed their original registration configuration are exempt. For the latter, in the case of motor vehicles of categories M₂ and M₃, the service doors shall be located on the right side in relation to the longitudinal median plane of the motor vehicle.

5. Braking system

5.1. The combination of the braking systems with which a vehicle is equipped shall consist of the service braking system, the safety braking system and the parking braking system.

5.1.1. The service braking system shall make it possible to gradually reduce the speed and stop the vehicle and, where appropriate, the combination of vehicles; the service braking equipment shall have two independent circuits, each track operating at least two wheels located on different sides. The driver shall be able to obtain this braking from his driving position without raising his hands from the steering control.

5.1.2. The safety braking system shall make it possible to gradually reduce the speed and stop the vehicle and, where appropriate, the combination of vehicles in the event of a failure of the service brake. The driver shall be able to obtain this braking from his driving position, keeping at least one hand on the steering control.

5.1.3. The parking braking system shall make it possible to maintain the vehicle immobilised on an upward or downward slope of at least 18% (12% when the motor vehicle tow a laden trailer), even in the absence of the driver, the active elements remaining held in the tightening position by means of a purely mechanically operated device. The driver shall be able to obtain braking from his driving position, with the exception of trailers where the parking brake actuator can be activated by a person next to the vehicle on the ground.

5.2. The service braking system, the safety braking system and the parking braking system may have common parts if the following conditions are met:

5.2.1. there must be at least two controls independent of each other and easily accessible to the driver in his/her seat;

5.2.2. the control of the service braking system shall be independent of that of the parking braking system;

5.2.3. if the function of the safety braking system is taken over by the service braking system, it shall have two independent circuits.

5.3. Vehicles of category M₁ first registered after 2/24/2012 must be fitted with ABS.

5.4. Vehicles of category N₁ first registered after 8/24/2016 must be fitted with ABS.

5.5. Vehicles of categories M₂, M₃, N₂, N₃ (except those with more than 4 axles), O₃ and O₄ first registered after 31.3.2001 must be fitted with ABS.

5.5.1. If a motor vehicle registered in Romania is converted into category M₂ or M₃, it must be fitted with ABS.

5.6. Trailers belonging to category O₁ do not have to be equipped with a service braking system;

however, if a trailer of this category is equipped with a service braking system, it shall comply with the same conditions as those required for category O₂.

5.7. All trailers belonging to category O₂ must be equipped with a service braking system operated by means of the braking system of the towing vehicle or of the type by inertia. This latter type will be allowed only for trailers, not for semi-trailers. The inertia braking system shall allow the trailer to be moved backwards with the towing vehicle; the devices used for this purpose shall operate automatically and automatically decouple when the trailer moves forward. For trailers of category O₂ the use of the electric service braking system is also authorised.

5.8. All trailers belonging to categories O₃ and O₄ must be equipped with a service braking system operated by means of the braking system of the towing vehicle.

5.9. The service braking system shall act on all wheels of the trailer.

5.10. In the case of a motor vehicle authorised to tow a trailer of category O₃ or O₄, the service braking system of the trailer shall be capable of being operated only at the same time as the service braking system, the safety braking system or the parking system of the towing vehicle.

5.11. Motor vehicles belonging to category M₃ of classes B, II or III and those of category N₃ capable of towing a trailer of category O₄ must be fitted with a retarder braking system (auxiliary braking system capable of generating and maintaining a braking force over a long period of time without a significant decrease in performance).

5.12. Vehicles shall be provided with a red warning signal visible even in daylight indicating the failure of the braking system of the vehicle which prevents the service brake from providing the prescribed performance; and/or decommissioning at least one independent circuit of the service braking system.

6. Lighting and light-signalling installation

6.1. The lighting and light-signalling installation shall comply with the following requirements:

6.1.1. Driving-beam (main-beam) headlamp

a) presence:

i) mandatory for categories M and N;

ii) prohibited for category O;

b) number: two or four; for vehicles of category N₃ two additional headlamps shall be accepted; vehicles already equipped with four concealable headlamps may not be fitted with two additional headlamps unless the latter are intended for lighting, consisting of flashing at short intervals when driving;

c) colour: white;

d) connection: simultaneously ignite or pairs; when passing from passing beams to driving beams, at least one pair of driving beams shall be lit; when passing from driving beams to passing beams, all driving lights shall be turned off;

e) connection tell-tale: mandatory.

6.1.2. Passing beam headlamps

a) presence:

i) mandatory for categories M and N;

ii) prohibited for category O;

b) number: two;

c) colour: white;

d) connection: when passing from driving beams to passing beams, all driving lights shall be turned off; when passing from passing beams to driving beams, passing beams may remain on;

e) connection tell-tale: optional;

f) headlamp levelling device: - mandatory fitting; headlamp levelling device can be automatic or manual. Manual headlamp levelling devices shall have an easy mode of operation.

6.1.3. Front fog lamps

a) presence:

i) optional for categories M and N;

ii) prohibited for category O;

b) number: two;

c) colour: white or yellow;

d) connection: switching on and off shall be independent of the operation of the main-beam or passing-beam headlamps;

e) connection tell-tale: optional.

6.1.4. Reversing lamps

a) presence:

i) mandatory for motor vehicles of categories M and N and trailers of categories O₂, O₃ and O₄;

ii) optional for category O₁;

b) number: one or two;

c) colour: white;

d) connection: at the control of the gearbox, when ignition is on;

e) connection tell-tale: optional.

6.1.5. Direction-indicator lamps

a) presence: mandatory;

b) number:

i) for categories M and N: two at the front, two at the rear (optional two more for categories M₂, M₃, N₂, N₃);

ii) for category O: two at the rear (optional two more sides for categories O₂, O₃ or O₄);

c) colour: yellow (front), yellow or red (rear);

d) connection:

i) independent of any other light;

ii) all lamps on the same side shall be switched on or off from the same control, which shall flash synchronously;

iii) in the case of towing a trailer, the switch shall also take over the control of its direction indicator light;

e) connection tell-tale: optically and/or acoustically mandatory.

6.1.6. Hazard warning device

a) presence: mandatory - means the simultaneous operation of direction-indicator lamps;

b) number: as in the case of direction-indicator lamps;

c) colour: as in the case of direction-indicator lamps;

d) connection: separate from the rest of the lights; connection must also be possible when ignition is off;

e) connection tell-tale: mandatory.

6.1.7. Stop lamps (S1 - constant intensity stop lamp; S2 - stop lamp with variable intensity day/night; S3 - stop lamp above S1 or S2 and whose centre of reference is located in the median longitudinal plane of the vehicle)

a) presence:

i) mandatory S1 or S2;

ii) mandatory S3 for M₁ registered (manufactured) after 1 January 2007 and for N₁ (excluding chassis-cabs and those with open load space) registered (manufactured) after 1 January 2007;

iii) optional S3 for M₂, M₃, N₂, N₃ and O;

b) number: two S1 lamps or two S2 lamps and, for M₁ motor vehicles one S3 lamp; it is also possible to fit two S3 lamps or one S3 lamp offset from the median plane if it is not on a fixed body panel; if no S3 lamp exists in all categories except M₁ and N₁, two additional S1 or S2 lamps may be fitted at a height distance of at least 600 mm from the mandatory ones;

c) colour: red;

d) connection: when the brake pedal is actuated; the lamps may also be operated by the slow-brake or by a similar device;

e) connection tell-tale: optional; if it exists, it must not blink and must ignite in case of malfunction of the lamps;

f) the S3 lamp shall not be incorporated into other lighting-signalling equipment;

g) the S3 lamp may be mounted outside or inside the bodywork.

6.1.8. Rear registration/licensing-plate lamps

- a) presence: mandatory;
- b) number: in such a way that the lamp(s) illuminate the area of the plate with the registration/licensing number;
- c) colour: white.

6.1.9. Front position lamps

- a) presence:
 - i) mandatory for M and N;
 - ii) mandatory for trailers wider than 1,600 mm, optional for the remaining trailers;
- b) number: two;
- c) colour: white or yellow;
- d) connection: simultaneous switching on and off;
- e) connection tell-tale: mandatory.

6.1.10. Rear position lamps

- a) presence: mandatory
- b) number: two; optional, for M₂, M₃, N₂, N₃, O₂, O₃ and O₄, two more position lamps may be installed when no end-outline marker lamps are installed;
- c) colour: red;
- d) connection: simultaneous switching on and off;
- e) connection tell-tale: mandatory: it must be combined with that of the front position lamps.

6.1.11. Rear fog lamps

- a) presence: optional;
 - b) number: one or two;
 - c) colour: red;
 - d) connection:
 - i) the rear fog lamp(s) shall be capable of switching on only when the driving beam headlamps, dipped-beam headlamps or front fog headlamps are also switched on;
 - ii) the rear fog lamp(s) shall be capable of switching off independently of any other headlamp; or
- one of the following possibilities shall apply:
- the rear fog lamp(s) may continue to operate until the position lamps are switched off and must remain switched off until they are deliberately switched on again;
 - a warning device, at least acoustically, in addition to the mandatory tell-tale, shall be triggered when the contact is cut or the ignition key is withdrawn and the driver's door is opened if the lamps indicated in point (i) are switched on or off, while the switch on the rear fog lamps is connected;
 - iii) subject to the provisions set out in points (i) and (ii), the operation of the rear fog lamp(s) shall be independent of switching on and off any other lamp;
- e) connection tell-tale: mandatory.

6.1.12. Parking lamps

- a) presence:
 - i) optional: on motor vehicles not exceeding 6 m in length and 2 m wide;
 - ii) prohibited: on any other vehicle;
- b) number: either two at the front and two at the rear, or one lamp on each side;
- c) colour: white at the front, red at the rear or yellow if reciprocally incorporated with side direction lamps or side-marker lamps;
- d) connection: parking lamps on the same side of the vehicle shall be capable of being switched on independently of other lighting equipment even when the ignition is off;
- e) connection tell-tale: optional;
- f) the operation of these lamps may be ensured by simultaneously turning on the front and rear position lamps located on the same side of the vehicle.

6.1.13. End-outline marker lamps

a) presence:

i) mandatory on vehicles exceeding 2.10 m in width;

ii) optional on vehicles between 1.80 and 2.10 m wide;

iii) the rear end-outline marker lamp is optional on chassis cabs (shall be mounted on the superstructure);

b) number: two visible front and two visible from the rear;

c) colour: white in the front and red in the rear;

d) connection: can be operated simultaneously;

e) connection tell-tale: the same as in the position lamps;

f) lamps visible from the rear and front on the same side of the vehicle may be combined into a single piece of equipment; the distance in the transverse plane between an end-outline marker lamp and the corresponding position lamp shall be at least 200 mm.

6.1.14. Non-triangular rear retro-reflectors

a) presence: mandatory for motor vehicles, optional on trailers, provided that they are grouped with other light-signalling equipment.

b) number: two;

c) colour: red; the illuminated surface may have parts in common with the apparent surface of any rear lamp.

6.1.15. Triangular rear retro-reflectors

a) presence:

i) mandatory on trailers;

ii) prohibited on motor vehicles;

b) number: two; mounting: the triangle pointing upwards; no lighting equipment may be placed inside the triangle;

c) colour: red.

6.1.16. Non-triangular front retro-reflectors

a) presence:

mandatory on trailers and motor vehicles with concealable headlights;

ii) optional on other motor vehicles;

b) number: two;

c) colour: identical to the light received (white or colourless retro-reflectors);

d) the illuminated surface of the retro-reflectors may have parts in common with the apparent surface of any lighting equipment located ahead.

6.1.17. Non-triangular side retro-reflectors

a) presence:

i) mandatory on any motor vehicle over 6 m in length and on any trailer;

ii) optional for the rest of the motor vehicles;

b) number: depending on the length of the vehicle, from 3 m to 3 m (4 m if the vehicle structure does not meet the requirement);

c) colour: yellow; rear side retro-reflectors may also be red if grouped with rear position lamps, rear end-outline marker lamps, rear fog lamps, parking lamps or red rear side-marker lamps;

d) the illuminated surface of the side retro-reflectors may intersect the apparent surface of any other side lamp; side retro-reflectors may also be included in side-marker lamps.

6.1.18. Side-marker lamps

a) presence: on all vehicles the length of which exceeds 6 m, other than cab chassis; the SM1 marked lamp shall be used for all vehicle categories and the SM2 marked lamp may only be used on vehicles of category M₁; on vehicles of categories M₁ and N₁ side-marker lamps may be used with a length of less than 6 m provided that they complement the reduced geometric visibility of the front and rear position lamps;

b) number: depending on the length of the vehicle, from 3 m to 3 m (4 m if the vehicle structure does not meet the requirement);

c) colour: yellow; the rear side-marker lamps may, however, be red if they are grouped, combined or reciprocally incorporated with rear position lamps, rear end-outline marker lamps, rear fog lamps or rear parking lamps;

d) connection: can be operated simultaneously;

e) connection tell-tale: optional (function to be taken over by the tell-tale for position lamps).

6.1.19. Daytime running lamps

a) presence: optional on motor vehicles, prohibited on trailers;

b) number: two;

c) colour: white;

d) connection: daytime running lamps shall be switched on automatically when the device that controls the start and/or stop of the engine (propulsion system) is in a position which makes it possible to operate the engine (propulsion system).

6.1.20. Cornering lamps

a) presence: optional on motor vehicles;

b) number: two;

c) colour: white;

d) connection: cornering lamps shall be connected in such a way that they cannot be activated unless the driving beam headlamps or dipped-beam headlamps are switched on. The cornering lamp on one side of the vehicle may be switched on automatically only if the direction indicators on the same side of the vehicle are switched on and/or the angle of direction is changed from the straight forward position towards the same side of the vehicle. The cornering lamp shall be switched off automatically when the direction-indicator lamp is switched off and/or the angle of direction has returned to the straight forward position.

6.1.21. Conspicuity markings

a) presence:

i) prohibited: on vehicles of categories M₁ and O₁;

ii) mandatory:

- towards the rear: complete outline markers on vehicles with a width exceeding 2,100 mm of the following categories: N₂ with a maximum mass exceeding 7.5 tonnes and N₃ (excluding chassis cabs, incomplete vehicles and tractors for semi-trailers), O₃ and O₄ (except for incomplete vehicles);

- on the side: partial outline markers on vehicles with a length of more than 6,000 mm (including drawbar) of the following categories: N₂ with a maximum mass exceeding 7.5 tonnes and N₃ (excluding chassis cabs, incomplete vehicles and tractors for semi-trailers), O₃ and O₄ (except for incomplete vehicles);

If the shape, structure, construction and operating requirements of the vehicle do not allow the mandatory outline marking to be installed, a linear marking may be installed instead.

iii) optional:

- towards the rear and to the side: on all categories of vehicles not specified in ~~points (i) and (ii)~~, including the cab of semi-trailer tractors and the cab of chassis-cabs.

A partial or complete outline marking may be affixed instead of the mandatory linear marking and a complete outline marking may be affixed instead of the mandatory partial outline marking;

- towards the front: linear marking on vehicles of categories O₂, O₃ and O₄.

The partial or full outline marking may not be affixed to the front.

c) colour:

i) white to the front;

ii) white or yellow on the side;

iii) red or yellow in the back.

6.22. Adaptive headlights

Front Adaptive headlamp (AFS) system means a lighting device approved in accordance with Regulation No 123, which provides beams with different characteristics for automatic adaptation to variable conditions of use of the dipped-beam (passing beam) and, if applicable, of the main beam (driving beam).

Adaptive driving beam means the driving beam of an AFS which adapts its beam shape in the presence of oncoming vehicles circulating ahead in order to improve the driver's visibility without causing discomfort, distraction or dazzling light capable of affecting other road users.

- a) presence: optional on motor vehicles, prohibited on trailers;
- b) number: one SFA;
- c) colour: white;
- d) connection: according to 6.1.1 and 6.1.2.

6.23. Emergency stop signal

Emergency stop signal means a signal indicating to other road users who are behind the vehicle that the braking system of the vehicle has been vigorously operated according to the prevailing driving conditions.

- a) presence: optional;
- b) number: according to 6.1.5 and 6.1.7, as applicable;
- c) colour: according to 6.1.5 and 6.1.7, as applicable;
- d) connection: simultaneous intermittent operation of all stop lamps or direction-indicator lamps fitted to the vehicle.

6.24. External courtesy lamps

External courtesy lamp means a lamp used to provide additional illumination to assist the driver and passengers entering or leaving the vehicle or during loading operations.

- a) presence: optional on motor vehicles;
- b) number: two; however, other external courtesy lamps are permitted to illuminate steps and/or door handles. Each door handle or step shall be illuminated by no more than one lamp;
- c) colour: white;
- d) connection: the outer courtesy lamp shall not be activated unless the vehicle is stationary and one or more of the following conditions are met:
 - i) the engine is switched off;
 - ii) a driver's or passengers' door is open;
 - iii) a door of the cargo compartment is open.

6.25. Rear-end collision warning signal

Rear-end collision warning signal (RECAS) means an automatic signal emitted by the vehicle ahead to the one following it. It warns that the vehicle ahead must take urgent action to prevent a collision.

- a) presence: optional;
- b) number: in accordance with 6.1.5;
- c) colour: amber;
- d) connection: automatic.

6.26. Manoeuvring lamps

Manoeuvring lamp means a lamp used for additional lateral illumination of the vehicle to assist during slow manoeuvres.

- a) presence: optional on motor vehicles;
- b) number: one or two (one on each side);
- c) colour: white;
- d) connection: the manoeuvring lamp(s) shall be activated automatically for slow manoeuvres up to 10 km/h, provided that one of the following conditions is met:
 - i) before the vehicle is put into motion for the first time, after each manual activation of the propulsion system;
 - ii) reverse gear is engaged;
 - iii) a camera-based system which assists parking manoeuvres is activated.

The manoeuvring lamps shall be automatically switched off if the forward speed of the vehicle exceeds 10 km/h and they shall remain switched off until the conditions for activation are met again.

6.2. Motor vehicles where the driving position is located on the right side in relation to their median longitudinal plane shall be equipped with headlamps emitting an asymmetrical beam facing the right side of the road.

7. Acoustic warning devices

7.1. The acoustic warning device shall emit a uniform and constant sound; its acoustic spectrum shall not change significantly during operation.

8. Engine and environmental protection

8.1 Approval shall be granted only in respect of motor vehicles for which, on the basis of technical documents relating to type-approval information or tests carried out by a notified technical service, the pollution standard may be established in accordance with the applicable Community legislation by category (EURO standards).

8.2. In the case of used motor vehicles from a MS, if the EURO pollution standard cannot be established on the basis of technical documents relating to approval dates, the submission of a test report drawn up by a notified technical service certifying the performance of the Type I test of Annex III to Directive 70/220/EEC, Annex III to Regulation (EC) No 692/2008, Annex XXI to Regulation (EU) 2017/1151 or Annex 4a to UN Regulation No 83, respectively the type test ESC, ELR and/or ETC of Annex III to Directive 88/77/EC or Annex III to Directive 2005/55/EC, as applicable, or the performance the WHSC/WHTC type test of Annex III to Regulation (EC) No 582/2011 or tests equivalent to those specified in UN Regulation No 49, as applicable, subject to the applicable limit values by vehicle category and EURO pollution standard, shall be accepted as an alternative.

8.3. By way of exception to the provisions of paragraph 8.1, used vehicles from a MS for which the EURO pollution standard cannot be established (based on technical documents regarding approval dates or tests) shall be approved, but shall be classified as non-EURO motor vehicles.

8.4. Used motor vehicles from States other than MS must comply at least with the Type I test limit values specified in line A of the table in paragraph 5.3.1.4 of Annex I to Directive 70/220/EEC, as amended by Directive 98/69/EC (EURO 3) or comply at least with the Type I test limit values specified in line A of Table 1, paragraph 5.3.1.4 of UN Regulation 83-05 (EURO 3) or at least the limit values specified in line A of the tables in paragraph 6.2.1 of Annex I to Directive 88/77/EEC, as amended by Directive 1999/96/EC (EURO III), or at least the limit values specified in line A of Table 1, paragraph 5.2.1 of UN Regulation No 49-03 (EURO III), where applicable, depending on the category of the vehicle.

8.5. Where the EURO pollution standard cannot be established on the basis of technical documents relating to approval dates, the submission of a test report drawn up by a notified technical service certifying the performance of the Type I test of Annex III to Directive 70/220/EEC, Annex III to Regulation (EC) No 692/2008, Annex XXI to Regulation (EU) 2017/1151 or Annex 4a to UN Regulation No 83-05, respectively the type test ESC, ELR and/or ETC of Annex III to Directive 88/77/EC or Annex III to Directive 2005/55/EC, as applicable, or the performance of the WHSC/WHTC type test of Annex III to Regulation (EC) No 582/2011 or tests equivalent to those specified in UN Regulation No 49-03, as applicable, complying with the applicable limit values by vehicle category and EURO pollution standard, shall be accepted as an alternative.

8.5.1. For motor vehicles complying with the California rules referred to in Section 2 of Annex I to Regulation (EC) No 692/2008 and the California Code of Regulations, Title 13, Section 1961, the pollution standard shall be established without conducting the Type I test referred to in paragraph 8.5 and shall correspond to the mandatory pollution standard when marketing new vehicles in the EU, valid on the date of manufacture of the motor vehicle.

8.6. The installation of a pollutant emission reduction system or component on a motor vehicle shall be mentioned in the CIV only if that modification results in a different EURO pollution standard from that laid down in the original approval, for the purpose of switching to a EURO pollution standard expressing the reduction of pollutant emissions, and subject to the following conditions:

a) a copy of the approval/conformity certificate issued by a competent authority in a MS certifying compliance with the new EURO pollution standard shall be made available to RAR;

b) an extract from the test report drawn up by a notified technical service certifying the performance of the Type I test of Annex III to Directive 70/220/EEC, Annex III to Regulation (EC) No 692/2008 or Annex XXI to Regulation (EU) 2017/1151 and the type test ESC, ELR and/or ETC of Annex III to Directive 88/77/EEC or Annex III to Directive 2005/55/EC, as applicable, or the performance of the WHSC/WHTC type test of Annex III to Regulation (EU) No 582/2011, as applicable, containing information on the values

of pollutant emissions obtained according to the type of test performed for a motor vehicle or an engine representative of the families of which they belong, shall be made available to RAR;

c) the vehicle installation document issued by the workshop that made the modification shall be made available to RAR;

d) that system or component shall be installed on the motor vehicle in accordance with the certificate of approval/conformity referred to in point (a);

e) the emission requirements set out in RNTR 1 are complied with.

8.6.1. Requirements (b) and (c) are not mandatory if information on the modification of the pollution standard has been entered in the registration document from the State of origin.

8.6.2. Where the requirements referred to in points (a) to (d) are not met, the determination of the EURO pollution standard shall be carried out only upon presentation of a test report for the motor vehicle or engine concerned drawn up by a notified technical service certifying the performance of the Type I test of Annex III to Directive 70/220/EEC, Annex III to Regulation (EC) No 692/2008 or Annex XXI to Regulation (EU) 2017/1151, respectively the type test ESC, ELR and/or ETC of Annex III to Directive 88/77/EEC or Annex III to Directive 2005/55/EC, as applicable, or the performance of the WHSC/WHTC type test of Annex III to Regulation (EU) No 582/2011, as applicable, in compliance with the applicable limit values by vehicle category and EURO pollution standard.

8.7. The calibration or recalibration of the vehicle's engine management electronic control unit software in order to reduce pollutant emissions shall be mentioned in the CIV only if this results in a change in the EURO pollution standard from that laid down in the initial approval, for the purpose of switching to a EURO pollution standard expressing the reduction of pollutant emissions, and subject to the following conditions:

a) a copy of the approval/conformity certificate issued by a competent authority in a MS certifying that the new EURO pollution standard has been met by reference to the regulatory act specific to the new standard shall be made available to RAR;

b) the calibration/recalibration document of the vehicle engine management electronic control unit software issued by the workshop that made the modification or a confirmation of this modification issued by the manufacturer or his representative in Romania shall be made available to RAR;

c) the electronic control unit for the engine management of the vehicle on which the calibration/recalibration of the software has been carried out can be identified or this modification can be identified on the vehicle;

d) the emission requirements laid down in RNTR 1 are complied with.

8.7.1 Where the requirements referred to in points (a) to (c) are not met, the EURO pollution standard shall be determined only upon presentation of a test report for the motor vehicle or engine concerned drawn up by a notified technical service certifying the performance of the type I test of Annex III to Directive 70/220/EEC, Annex III to Regulation (EC) No 692/2008 or Annex XXI to Regulation (EU) 2017/1151 respectively the type test ESC, ELR and/or ETC of Annex III to Directive 88/77/EEC or Annex III to Directive 2005/55/EC, as applicable, or the performance of the WHSC/WHTC type test of Annex III to Regulation (EU) No 582/2011, as applicable, subject to the applicable limit values according to the category of vehicle and the EURO pollution standard.

8.8. In the case of replacement of a C.I. engine or a C.I. engine with a spark-ignition engine, for vehicles of categories M₁ and N₁ with a reference mass not exceeding 2,840 kg and meeting at least the Euro 3 or Euro III pollution standard (as specified in the CIV), the EURO pollution standard shall be established on the basis of a test report drawn up by a notified technical service certifying the performance of the Type I test in Annex III to Directive 70/220/EEC or Annex III to Regulation (EC) No 692/2008, in compliance with the applicable limit values according to the vehicle category and the original EURO pollution standard of the motor vehicle that has been modified.

8.9. As an alternative to carrying out the tests specified in paragraphs 8.2 and 8.4 to 8.8, tests may be carried out with portable chemical pollutant emission measurement systems in accordance with the methodologies specified in the applicable EC/EU regulations.

8.10. Individual approval of motor vehicles registered in Romania and in which their engine has been replaced shall be allowed only if at least the same level of pollutant emissions is maintained.

8.11. In the case of motor vehicles equipped with LPG system, the components of the installation shall be approved in accordance with UN Regulation No 67 and the installation shall comply with the provisions of UN Regulation No 67; this requirement shall be deemed to be met in the case of installations approved in accordance with UN Regulation No 115 or certified in accordance with the national legislation in force.

8.12. In the case of motor vehicles equipped with a CNG or LNG system, the components of the installation shall be approved in accordance with UN Regulation No 110 and the installation shall comply with the provisions of UN Regulation No 110; this requirement shall be deemed to be met in the case of installations approved in accordance with UN Regulation No 115 or certified in accordance with the national legislation in force.

8.13. Electric powered motor vehicles (electric hybrid vehicles or pure electric motor vehicles) shall comply with the requirements set out in subparagraphs 5.1, 5.2 and 5.3 of UN Regulation No 100.

8.14. Hydrogen-powered motor vehicles shall be approved in accordance with UN Regulation No 134 and Implementing Regulation (EU) 2021/535 Annex XIV or Regulation (EC) No 79/2009 + R EU.

9. Bodywork

9.1. Projections of the outer surface of a vehicle shall have radii of curvature greater than 2.5 mm. This prescription shall not apply to parts of the outer surface with a projection of less than 5 mm, but the outward edges of such parts shall nevertheless be bevelled.

9.2. For vehicles of category M₁, their outer surface must contain neither pointed or sharp parts nor projections directed outwards which, by reason of their shape, size, orientation or hardness, may increase the risk or severity of bodily injuries caused to a person hit or touched by the body in the event of a collision. It is necessary that the outer surface of the vehicles does not carry outward-facing parts that can crotch pedestrians, cyclists or motorcyclists. These requirements shall be checked when the vehicle is with doors, windows and access lids in the closed position. The requirements shall not apply to those parts of the outer surface of the vehicle which are above 2 metres in height, below the floor line or so located that, under both static and operating conditions, they cannot be reached by a sphere with a diameter of 100 mm.

9.3. The requirements of paragraphs 9.1 and 9.2 shall also apply to cabs of motor vehicles of category N, at the front of the rear wall of the cab, with the exception of those parts of the outer surface of the motor vehicle which are more than 2 m in height and with the exception of those parts of the outer surface of the motor vehicle which are below a horizontal plane passing through the centre of the front wheels or a horizontal plane 50 cm above the ground, whichever is lower.

9.4. The requirements of paragraphs 9.1 and 9.2 shall not apply to vehicles of category O.

9.5. Vehicles of categories N₂ and N₃ must be equipped with front underrun protection devices, except those of category N₂ whose maximum mass does not exceed 7,5 tonnes and having a ground clearance not exceeding 400 mm. Also, these provisions shall not apply to off-road motor vehicles of categories N₂ and N₃ or those who, by their function, cannot meet these requirements.

9.5.1. The conditions relating to the front underrun protection device shall be deemed to be fulfilled if the shape and characteristics of the vehicle take its place.

9.5.2. The cross-sectional height of the device shall be at least 100 mm in vehicles of category N₂, respectively no less than 120 mm in vehicles of category N₃.

9.5.3. The front underrun protection device shall be fitted to the vehicle in such a way that its lower edge is not more than 400 mm from the ground when the vehicle is not laden.

9.6. Vehicles shall be equipped with rear underrun protection devices.

9.6.1. Rear underrun protection devices shall consist of a crossing and connecting elements to the rails or to the components which replace them and shall comply with the following requirements:

- a) the device shall be fitted as close as possible to the rear of the vehicle;
- b) when the vehicle is unladen, the lower part of the device shall be no more than 550 mm from the ground;
- c) the width of the device shall not exceed the width of the widest rear axle and shall be no more than 100 mm shorter on each side;
- d) the cross-sectional height of the device shall be at least 100 mm.
- e) the lateral extremities of the device shall not be curved backwards and shall have no sharp edges

outwards;

f) the device may be so designed that its position may be altered, but it shall be capable of being locked in the working position;

9.6.2. A vehicle of categories M, N and O shall be deemed to meet the conditions relating to the rear underrun protection device if:

a) it is equipped with a device conforming to the provisions of subparagraph 9.6.1;

b) it is designed and/or equipped at the rear in such a way that the shape of the bodywork and its component parts can be considered as replacements of the device;

c) in the case of a vehicle belonging to one of the categories M₁, M₂, M₃, N₁, O₁ or O₂, the conditions with regard to the rear underrun protection shall be deemed to be fulfilled if the ground clearance at the rear of the unladen vehicle does not exceed 550 mm over a width which is not less than that of the widest rear axle by more than 100 mm on both sides. The condition shall be fulfilled at least on a line not more than 450 mm from the rear end of the vehicle.

9.7. Vehicles of categories N₂, N₃, O₃, O₄ must be equipped with a lateral protection device. Not included are tractors, trailers intended for the transport of long indivisible materials and special vehicles which, for practical reasons, cannot be fitted with such lateral protection.

9.7.1. The lateral protection device must not increase the width of the vehicle. Its outer edge shall not be retracted more than 120 mm from the lateral boundaries of the vehicle and within the last 250 mm before the rear wheels the depth shall be not more than 30 mm. The lateral protection device shall consist of continuous flat surfaces or one or more horizontal rails.

9.7.2. The distance between rails shall be not more than 300 mm and the rail shall have a profile height of not less than 50 mm for vehicles of categories N₂ and O₃ and not less than 100 mm for vehicles of categories N₃ and O₄.

9.7.3. The outer surface shall be smooth or corrugated horizontally and, as far as possible, continuous. There may be overlaps, but the overlapping part must be directed backwards or downwards. There may also be free spaces in the longitudinal direction of not more than 25 mm.

9.7.4. The front edge shall meet the following conditions:

a) in motor vehicles: not more than 300 mm behind the transverse plane tangential to the tyre of the last front wheel;

b) in trailers: not more than 500 mm behind the transverse plane tangentially to the tyre of the last front wheel;

c) in semi-trailers: not more than 250 mm behind the transverse plane of the supporting legs and not more than 2,700 mm behind the transverse plane of the coupling pin.

d) where the front edge is in a free space, it shall consist of a continuous vertical element covering the entire height of the lateral protection; the outer and front parts of this element shall at least measure backwards:

i) 50 mm for vehicle categories N₂ and O₃;

ii) 100 mm for vehicle categories N₃ and O₄;

and be curved 100 mm inwards.

e) if the 300 mm quota “falls” within the cab, the lateral protection shall be such that it touches the cab panels. A maximum of 100 mm clearance shall be allowed if the vehicle has an overhead or folding cab, in which case the protective device shall be curved inwards at an angle not exceeding 45°. In this case, the provisions of point (d) shall no longer apply.

9.7.5. The rear edge shall be fitted not more than 300 mm from the plane tangential to the tyre of the first rear wheel.

9.7.6. When the vehicle is unladen, the lower part of the device shall be not more than 550 mm from the ground.

9.7.7. The upper edge of the device shall be not more than 350 mm from the surface of the body ‘cut’ or touched by the vertical plane tangentially to the outer part of the tyres. If the tangent plane does not ‘cut’ or touch the body, the upper edge of the lateral protection shall be at the load platform level or at least 950 mm from the ground. If the tangent plane ‘cuts’ or touches the bodywork more than 1,300 mm from the ground, the upper edge of the device shall be at least 950 mm from the ground.

9.7.8. The lateral protection shall be rigid and firmly mounted on the vehicle.

9.8. Motor vehicles shall be equipped with fuel tanks complying with the following conditions:

- a) the vents shall be designed in such a way as to avoid any risk of fire;
- b) fuel leaks in case of filling of the tank shall not reach the exhaust system; leaks shall be directed to the ground;
- c) the fuel tank shall not be installed in the passenger compartment or other compartment forming part of the passenger compartment;
- d) the fuel tank must not constitute a surface (floor, wall or panel);
- e) it must be separated from the passenger compartment by a partition wall with holes only for cables;
- f) any leaks from the tank shall not flow into the passenger compartment;
- g) the filling outlet of the tank shall not be found in the passenger compartment, the luggage compartment or the engine compartment;
- h) the location of the tank must be such that it is protected against an impact from the front or rear of the vehicle; there shall be no protruding parts or sharp edges near the fuel tank.

9.8.1. It is not acceptable to replace the tank or to install an additional tank if the new tanks are specially designed.

9.9. Approval of a vehicle of category N₁ obtained by modification of a vehicle of category M₁ shall only be allowed if the final vehicle of category N₁ complies with the criteria for the classification of vehicles in category N₁, specified in Regulation (EU) 2018/858, Annex 1, Part A, paragraph 3.8.

10. Interior arrangement

10.1. Seats of motor vehicles of categories M and N obtained by modification of base motor vehicles of categories M or N shall be approved in accordance with UN Regulation No 17, UN Regulation No 80 or Directive 74/408 EEC and shall comply with the marking conditions.

10.2. The technical solutions used for the anchorage of safety belts of motor vehicles of categories M and N obtained by modification of base or incomplete motor vehicles of categories M or N shall comply with the strength requirements specified in UN Regulation No 14 or Directive 76/115/EEC. The strength requirements shall be deemed to be met if approval certificates or test reports confirming the belt anchorage solution used on the vehicle type are available. Test reports containing virtual test methods shall also be accepted. For motor vehicles of category N₁, it is also accepted that the strength conditions valid for motor vehicles of category M₂ are met, except for the front seats.

10.3. Vehicles of categories M₂ and M₃ must comply with the provisions which directly affect active and passive safety, as well as those relating to the interior arrangement of Regulation UN No 107. These requirements shall be deemed to have been met for vehicles EC type-approved in accordance with Directive 2001/85/EC.

10.4. Motor vehicles shall comply with the following requirements for the fitting of safety belts:

10.4.1. The safety-belts shall be clearly legible and indelible with the approval mark in accordance with UN Regulation No 16 or Directive 77/541/EEC. The condition shall also be considered to be met by safety belts which are marked in accordance with the ESA or DOT rules.

10.4.2. Minimum conditions for fitting of safety belts to motor vehicles:

**A. Since 4/14/1992 (date of first registration or year of manufacture of the vehicle,
if the date of first registration is not known).**

M₁ - safety belts with 3 anchorages for front seats and belts with two anchorages for the rear side seats.

M₂ and M₃ - safety belts with 3 anchorages for front seats and belts with two anchorages for seats in front of which there is no other seat or protective device (panel, bar).

**B. Since 10/1/1994 (date of first registration or year of manufacture of the vehicle,
if the date of first registration is not known)**

M₁ - safety belts with 3 anchorages for front and rear side seats and belts with two anchorages for the rear centre seats as well as transverse seats.

M₂ and M₃ - safety belts with 3 anchorages for front seats, belts with two or 3 anchorages for seats in front of which there is no other seat or protective device (panel, bar) and belts with two anchorages for transverse seats.

C. Since 1/1/1998 (date of first registration or year of manufacture of the vehicle, if the date of first registration is not known)

M₁ - safety belts with 3 anchorages for front and rear side seats and belts with two anchorages for rear centre seats (for rearward facing seats, belts with two anchorages).

M₂, M₃, N₁, N₂ and N₃ - safety belts with 3 anchorages for the front side seats (the front centre seat and that of the driver seat in coaches may be equipped with a safety belt with two anchorages).

M₂ and M₃ - safety belts with two anchorages for places in front of which there is no other seat or protective device (panel, bar).

Motor vehicles with seats transversely in relation to the direction of travel shall be fitted with safety belts with two anchorages or armrests at every two seats.

D. Since 6/29/1999 (date of first registration or year of manufacture of the vehicle, if the date of first registration is not known)

M₁ - safety belts with 3 anchorages for front and rear side seats and belts with two anchorages for the rear centre seats.

M₂, M₃, N₁, N₂ and N₃ - safety belts with 3 anchorages for the front side seats (the front centre seat and that of the driver seat in coaches may be equipped with a safety belt with two anchorages).

M₂ and M₃ - belts with two or three anchorages for seats in front of which there is no other seat or protective device (panel, bar).

M, N - safety belts with two anchorages or armrests at every two seats for transverse seats.

E. Since 4/15/2002 (date of first registration or year of manufacture of the vehicle, if the date of first registration is not known)

M₁ - safety belts with 3 anchorages for front and rear side seats and belts with two anchorages for the rear centre seats (for rearward facing seats, belts with two anchorages).

M₂ ≤ 3.5 tonnes - safety belts with 3 anchorages, except for rearward facing seats;

M₂ > 3.5 tonnes, M₃, N₁, N₂ and N₃ - safety belts with 3 anchorages for the front side seats (the front centre seat and that of the driver seat in coaches may be equipped with a safety belt with two anchorages).

M₂ and M₃ - safety belts with two or 3 anchorages for places in front of which there is no other seat or protective device (panel, bar).

M, N - safety belts with two anchorages or armrests at every two seats for transverse seats.

F. Since 5/18/2003 (date of first registration or year of manufacture of the vehicle, if the date of first registration is not known)

M₁ - safety belts with 3 anchorages and retractor for front and rear side seats and safety belts with two anchorages with or without retractor for rear centre seats (for rearward facing seats, safety belts with two anchorages with or without retractor).

M₂ ≤ 3,5 tonnes - safety belts with 3 anchorages and retractor for all forward-facing seats and with two anchorages and retractor for rearward-facing seats;

M₂ > 3,5 tonnes and M₃ - safety-belts with 3 anchorages and retractor for forward-facing seats and safety belts with two anchorages and retractor for rearward-facing seats (it is permissible to install the safety belt with two anchorages and retractor for forward-facing seats if in front of that seat there is another seat or protective device (panel, bar)).

N₁ - safety belts with 3 anchorages and retractor for the front side seats. The front centre seat shall be equipped with a safety belt with two or three anchorages. Facing-forward rear seats shall be equipped with safety belts with two anchorages if the seats concerned are particularly exposed. For rearward-facing seats is not mandatory to be fitted with safety belts.

N₂ and N₃ - seats belts with 3 anchorages and retractor or with two anchorages for front lateral seats. The centre and rear forward-facing seats must be equipped with safety belts with two anchorages if the seats concerned are particularly exposed. For rearward-facing seats is not mandatory to be fitted with safety belts.

In motor vehicles with seats placed transversely in relation to the direction of travel, it is mandatory either to mount safety belts with two anchorages or to mount armrests at every two seats.

**G. Since 9/16/2004 (date of first registration or year of manufacture of the vehicle,
if the date of first registration is not known)**

Vehicle category	Forward-facing seats				Rearward-facing seats
	Side seats		Central seats		
	Front	Other than front	Front	Other than front	
M ₁	Ar4m	Ar4m	Ar4m	B, Br3, Br4m (until 12/31/2006) Ar4, Ar4m (since 1/1/2007)	B-Br3, Br4m
M ₂ ≤ 3.5 t	Ar4m, Ar4Nm	Ar4m, Ar4Nm	Ar4m, Ar4Nm	Ar4m, Ar4Nm	Br3, Br4m, Br4Nm
M ₂ > 3.5 t M ₃	Br3, Br4m, Br4Nm or Ar4m, Ar4Nm	Br3, Br4m, Br4Nm or Ar4m, Ar4Nm	Br3, Br4m, Br4Nm or Ar4m, Ar4Nm	Br3, Br4m, Br4Nm or Ar4m, Ar4Nm	Br3, Br4m, Br4Nm
N ₁	Ar4m, Ar4Nm	B, Br3, Br4m, Br4Nm or none Lap seat belt is mandatory for exposed places	B, Br3, Br4m, Br4Nm or A, Ar4m, Ar4Nm	B,Br3, Br4m, Br4Nm or none Lap seat belt is mandatory for exposed places	None
N ₂ N ₃	B,Br3, Br4m, Br4Nm or A,Ar4m, Ar4Nm	B, Br3, Br4m, Br4Nm or none Lap seat belt is mandatory for exposed places	B, Br3, Br4m, Br4Nm or A, Ar4m, Ar4Nm	B, Br3, Br4m, Br4Nm or none Lap seat belt is mandatory for exposed places	None

NOTE:

In all cases, S-type (special) safety belts may be installed instead of a type A or B seat belt.

A: 3-point safety belt (lap and diagonal belt)

B: two-point safety belt (lap belt)

r: retractor

m: multi-sensitivity emergency locking retractor

3: self-locking retractor

4: emergency lock retractor

N: high reaction threshold

An “exposed place” is one where there is no protection panel in front of the seat.

GENERAL NOTES:

Note 1: Fitting of safety belts is not mandatory for seats of vehicles in categories M₂ and M₃, classes I, II or A.

Note 2: The fitting of safety belts is not mandatory for places intended solely for use during the parking of motor vehicles

Note 3: Safety belts are not mandatory for folding seats

Note 4: If the year of manufacture is used instead of the date of first registration, the provisions in force on 1 January of the year of manufacture shall apply.

**H. Since 7/1/2016 (date of first registration or year of manufacture of the vehicle,
if the date of first registration is not known)**

Vehicle category	Forward-facing seats				Rearward-facing seats
	Side seats		Central seats		
	Front	Other than front	Front	Other than front	
M _i	Ar4m	Ar4m	Ar4m	Ar4m	B-Br3, Br4m
M ₂ ≤ 3.5 t	Ar4m, Ar4Nm	Ar4m, Ar4Nm	Ar4m, Ar4Nm	Ar4m, Ar4Nm	Br3, Br4m, Br4Nm
M ₂ > 3.5 t	Br3, Br4m, Br4Nm, Ar4m, Ar4Nm (x)	Br3, Br4m, Br4Nm, Ar4m, Ar4Nm (x)	Br3, Br4m, Br4Nm, Ar4m, Ar4Nm (x)	Br3, Br4m, Br4Nm, Ar4m, Ar4Nm (x)	Br3, Br4m, Br4Nm
M ₃ ^{*)}	Br3, Br4m, Br4Nm, Ar4m, Ar4Nm (x)	Br3, Br4m, Br4Nm, Ar4m, Ar4Nm (x)	Br3, Br4m, Br4Nm, Ar4m, Ar4Nm (x)	Br3, Br4m, Br4Nm, Ar4m, Ar4Nm (x)	-
N _i	Ar4m, Ar4Nm	Ar4m, Ar4Nm, Br4m, Br4Nm (xx)	B, Br3, Br4m, Br4Nm, A, Ar4m, Ar4Nm (xxx)	B, Br3, Br4m, Br4Nm	B, Br3, Br4m, Br4Nm

N ₂	Br3, Br4m, Br4Nm, Ar4m, Ar4Nm (xxx)	B, Br3, Br4m, Br4Nm	B, Br3, Br4m, Br4Nm, A, Ar4m, Ar4Nm (xxx)	B, Br3, Br4m, Br4Nm	B, Br3, Br4m, Br4Nm
N ₃	Br3, Br4m, Br4Nm, Ar4m, Ar4Nm (xxx)	B, Br3, Br4m, Br4Nm	B, Br3, Br4m, Br4Nm, A, Ar4m, Ar4Nm (xxx)	B, Br3, Br4m, Br4Nm	B, Br3, Br4m, Br4Nm

*) For side-facing seats, it is mandatory to have safety belts of type B, Br3, Br4m, Br4Nm

(x) The lap belt shall be allowed if there are soft material elements (minimum risk of head injury) on the site considered or the minimum horizontal distance between the front of the seat back in question and the front parts is at least 1,000 mm.

(xx) The lap belt shall be allowed if the place considered is next to a passageway of a width of 300 mm or more.

(xxx) The lap belt shall be allowed if the minimum horizontal distance between the front of the seat back in question and the windscreen is at least 1,000 mm.

A: three-point safety belt (lap and diagonal belt)

B: two-point safety belt (lap belt)

r: retractor

m: multi-sensitivity emergency locking retractor

3: self-locking retractor

4: emergency lock retractor

N: high reaction threshold

GENERAL NOTES:

In all cases, S-type (special) safety belts may be installed instead of a type A or B belt.

Fitting of safety belts is not mandatory for seats of vehicles in categories M₂ and M₃, classes I, II or

A.

The fitting of safety belts is not mandatory for places intended solely for use during the parking of motor vehicles

If the year of manufacture is used instead of the date of first registration, the provisions in force on 1 January of the year of manufacture shall apply.

10.5 For vehicles which have become M₂ or M₃ by conversion from other categories is required to be fitted with an independent heating system, which must be approved and bear the approval mark in accordance with Directive 2001/56/EC, or with UN Regulation No 122.

10.6 In the case of motor vehicles of category N, in principle, the compartment(s) in which all seating positions are located is (are) completely separated from the load surface.

10.6.1. By way of derogation from the above requirement, persons and goods may be transported in the same compartment provided that the load surface is equipped with protective devices designed to protect the persons transported against the movement of the load while driving, including in the event of sudden braking and tight cornering.

10.6.2. Devices for securing or fixing goods intended to secure the load as referred to in paragraph 10.6.1 and subdivision systems intended for vehicles not exceeding 7.5 tonnes shall be designed in accordance with the provisions of Sections 3 and 4 of International Standard ISO 27956:2009.

10.6.3. The requirements referred to in paragraph 10.6.2 may be verified on the basis of a declaration of conformity provided by the manufacturer.

10.6.4. As an alternative to the requirements of paragraph 10.6.2, the manufacturer may demonstrate to the satisfaction of the approval authority that the fitted goods securing devices have a level of protection equivalent to that laid down in that standard.

11. Visibility

11.1. Vehicle glazing shall be made of tempered glass or laminated safety glass; installation of plastic glazing shall be permitted only on locations situated behind the 'B' pillar.

11.2. Glazing in the driver's main field of vision shall provide a normal light transmission factor of at least 70%.

11.2.1. The main field of vision of the vehicle consists of the windscreen, the front side windows and the rear window. If the vehicle is also fitted with a right side mirror, the rear window is no longer part of the main field of vision.

11.3. It shall not be permitted to reduce the transparency of glazing in the main field of vision of the vehicle in such a way that the requirements of subparagraph 11.2 are no longer complied with.

11.4. Elements or processes to reduce the transparency of glazing must be certified in accordance with the legislation in force.

11.5. Vehicles of categories M and N must be equipped with at least one automatic windscreen wiper, i.e. a device which, when the vehicle engine is switched on, can operate without driver intervention other than starting or stopping.

11.6. Vehicles of categories M and N must be equipped with at least one windscreen washer, i.e. a device for storing at least one litre of liquid and applying it to the outer surface of the windscreen, together with the controls necessary to start or stop the system.

11.7. Vehicles of categories M and N must be equipped with rear-view mirrors in accordance with the table below.

11.7.1. Mirrors intended for mounting inside and outside the vehicle shall be divided into the following classes, also indicated by marking on mirrors:

- a) Class I: interior rear-view mirrors;
- b) Class II: “large” main exterior rear-view mirrors;
- c) Class III: “small” main exterior rear-view mirrors;
- d) Class IV: wide-angle exterior rear-view mirrors;
- e) Class V: external rear-view mirrors called proximity (approximation);
- f) Class VI: front exterior mirrors.

11.7.2. The interior rear-view mirror shall be adjustable by the driver in the normal driving position.

11.7.3. The exterior rear-view mirror located on the driver’s side shall be adjustable from the inside of the vehicle with the door closed and the window opening shall be accepted for this purpose. Fixing to the desired position can be done from the outside.

Vehicle category	Interior mirror	Exterior mirrors				
	Interior mirror Class I	Main mirror (large) Class II	Main mirror (small) Class III	Wide-angle mirror Class IV	Proximity mirror Class V	Front mirror Class VI
M ₁	Mandatory Unless the mirror does not provide rear visibility Optional If the mirror does not provide rear visibility	Optional	Mandatory One on the driver’s side and one on the passenger side. Alternatively, Class II mirrors can be installed.	Optional One on the driver’s side and/or one on the passenger side	Optional One on the driver’s side and one on the passenger side (both must be installed at least 2 m above the ground.)	Optional (It must be installed at least 2 m above the ground.)
M ₂	Optional (No field of vision requirements.)	Mandatory One on the driver’s side and one on the passenger side.	Not allowed.	Optional One on the driver’s side and/or one on the passenger side	Optional One on the driver’s side and one on the passenger side (both must be installed at least 2 m above the ground.)	Optional (It must be installed at least 2 m above the ground.)
M ₃	Optional (No field of vision requirements.)	Mandatory One on the driver’s side and one on the passenger side.	Not allowed.	Optional One on the driver’s side and/or one on the passenger side	Optional One on the driver’s side and one on the passenger side (both must be installed at least 2 m above the ground.)	Optional (It must be installed at least 2 m above the ground.)
N ₁	Mandatory Unless the mirror	Optional	Mandatory One on the	Optional One on the	Optional One on the	Optional (It must be

	does not provide rear visibility Optional If the mirror does not provide rear visibility		driver's side and one on the passenger side. Alternatively, Class II mirrors can be installed.	driver's side and/or one on the passenger side	driver's side and one on the passenger side (both must be installed at least 2 m above the ground.)	installed at least 2 m above the ground.)
$N_2 \leq 7,5 \text{ t}$	Optional (No field of vision requirements.)	Mandatory One on the driver's side and one on the passenger side.	Not allowed.	Mandatory On both sides, if a Class V mirror can be fitted Optional One on the driver's side and one on the passenger side if a Class V mirror cannot be fitted	Mandatory One on the passenger side Optional One on the driver's side (Both must be installed at least 2 m above the ground.) A tolerance of + 10 cm may be applied.	Optional A front vision mirror (must be installed at least 2 m above the ground.)
$N_2 > 7,5 \text{ t}$	Optional (No field of vision requirements.)	Mandatory One on the driver's side and one on the passenger side.	Not allowed.	Mandatory One on the driver's side and one on the passenger side.	Mandatory One on the passenger side Optional One on the driver's side (Both must be installed at least 2 m above the ground.)	Mandatory A front vision mirror (must be installed at least 2 m above the ground.)
N_3	Optional (No field of vision requirements.)	Mandatory One on the driver's side and one on the passenger side.	Not allowed.	Mandatory One on the driver's side and one on the passenger side.	Mandatory One on the passenger side Optional One on the driver's side (Both must be installed at least 2 m above the ground.)	Mandatory A front vision mirror (must be installed at least 2 m above the ground.)

NOTE: fitting with Class IV and V rear-view mirrors is not mandatory for vehicles of categories N_2 and N_3 registered before 1/1/2000

12. Running system

12.1. The tyre fitting shall be consistent with the vehicle manufacturer's instructions.

12.2. Tyres used on vehicles shall be approved in accordance with Directive 92/23/EC, UN Regulation No 30 or UN Regulation No 54, as applicable.

12.3. Vehicles must be equipped with spray protection devices, unless the shape of the bodywork assumes this function.

13. Coupling devices

13.1. Mechanical coupling devices between motor vehicles and their trailers shall incorporate all the parts and devices connecting to towed vehicles. It shall also include fixed or removable parts intended for mounting, adjusting or operating coupling devices.

13.2. Coupling devices shall bear the approval mark in accordance with Directive 94/20/EC or UN Regulation No 55.

13.3. The coupling devices shall be properly fitted and their locking and latch systems shall work correctly.

14. Location of registration/licensing plates

14.1 Motor vehicles shall be fitted at the front and rear and trailers at the rear with a location for

registration/licensing plates

14.2. This location shall consist of a flat or almost flat rectangular surface having at least the following dimensions:

- a) width 520 mm and height 120 mm, or
- b) width 340 mm and height 240 mm.

14.2. On the height, the location of the registration/licensing plates shall be not less than 300 mm and not more than 1,200 mm (2,000 mm if the construction of the vehicle does not allow otherwise) of the ground.

Technical conditions for the individual national approval of new agricultural or forestry vehicles of categories T, C, R, S

Number	Reference scope Regulatory act	Application *				Alternative requirements and method of complying
		T	C	R	S	
1	Integrity of the vehicle structure Delegated Regulation (EU) 2015/208	D	D	D	D	Manufacturer's declaration (specifying VIN) establishing that the vehicle meets the requirements of paragraphs 1 and 2 of Annex II to Delegated Regulation (EU) 2015/208.
2	Maximum speed, speed regulator and speed limitation devices Delegated Regulation (EU) 2015/208	A	A	D	D	A test shall be carried out in accordance with Annex III to Delegated Regulation (EU) 2015/208. The maximum speed of towed vehicles shall be that declared by the manufacturer.
3	Braking devices and trailer brake coupling Delegated Regulation (EU) 2015/68	A	A	A	A	a) The braking system shall be produced in accordance with Annex I to Delegated Regulation (EU) 2015/68; b) The performance of the braking system shall meet the requirements of Annex II to Delegated Regulation (EU) 2015/68. Only the Type 0 test set out in paragraph 2.2 of Annex II to Delegated Regulation (EU) 2015/68 shall be performed; c) For hydraulic/pneumatic transmission braking systems, the requirements of Annex IV to Delegated Regulation (EU) 2015/68 with regard to energy sources and respectively energy storage devices, the requirements of Annex III to that Regulation for the response time are fulfilled; b) For inertial braking systems, the requirements of Annex VIII to Delegated Regulation (EU) 2015/68 are fulfilled; e) For vehicles with a hydrostatic propulsion system, the requirements of Annex IX to Delegated Regulation (EU) 2015/68 are fulfilled.
4	Steering for fast tractors Delegated Regulation (EU) 2015/208 (based on UN Regulation No 79) Y	A ^{(3), (4)}	A ^{(3), (4)}	NA	NA	a) The requirements laid down in paragraph 5 of UN Regulation No 79 with regard to the steering of motor vehicles apply to vehicles with a maximum design speed exceeding 60 km/h. A test shall be carried out in accordance with paragraphs 6.1.2 and 6.2.1 of UN Regulation No 79; b) The requirements of ISO 10998:2008 Amendment 1 2014 apply to the steering of vehicles with a maximum speed exceeding 40 km/h but not exceeding 60 km/h.
5	Steering Delegated Regulation (EU) 2015/208 Y	D ^{(3), (5)}	D ^{(3), (5)}	NA	NA	Manufacturer's declaration (specifying VIN) establishing that the vehicle meets the requirements of Annex V to Delegated Regulation (EU) 2015/208. The requirements shall be considered fulfilled if, at the choice of the manufacturer, the requirements set out in Annex IV to Delegated Regulation (EU) 2015/208 have been verified and a test report is submitted to that effect.
6	Speedometer Delegated Regulation (EU) 2015/208	B	B	NA	NA	a) All tractors with a maximum speed exceeding 30 km/h shall be equipped with a speedometer; b) All tractors of categories T4.1 and C4.1 with a maximum speed of less than 30 km/h shall be equipped with a speedometer; c) The speedometer display shall be in the driver's direct field of vision and shall be clearly legible both by day and by night; the range shall be sufficiently wide to include the maximum speed of the vehicle type indicated by the manufacturer; d) The test referred to in paragraph 2.3 of Annex VI to Delegated Regulation (EU) 2015/208 shall be carried out

						to verify the calibration of the speedometer.
7	Field of vision and windscreen wipers Delegated Regulation (EU) 2015/208 (based on UN Regulation No 71) Y	A ⁽³⁾	A ⁽³⁾	NA	NA	The measurements prescribed in accordance with the requirements of ISO 5721-1 shall be carried out: 2013.
8	Glazing Delegated Regulation (EU) 2015/208 (based on UN Regulation No 43)	B ^{(2), (3)}	B ^{(2), (3)}	NA	NA	<i>Components</i> a) The glazing shall be made either of tempered or laminated safety glass; b) The installation of plastic glazing shall be permitted only in the rear field of vision of the driver (all glazing through which the driver is visible when driving or manoeuvring the vehicle, located behind a plane passing through the driver's eye reference point and perpendicular to the median longitudinal plane of the vehicle) and in areas not required for the driver's rear or front field of vision; c) Glazing shall not be required to be approved under UN Regulation No 43. <i>Installation</i> a) The installation of glazing on vehicles of categories T and C with a maximum speed exceeding 60 km/h shall comply with the provisions for vehicles of category N in Annex 21 to UN Regulation No 43; b) On vehicles of categories T and C with a maximum speed not exceeding 60 km/h, glazing shall be fitted in such a way as to ensure a high level of safety for passengers and in particular to provide the driver with a high degree of visibility in all conditions of use, not only at the front but also at the rear and side; c) All glazing shall have a normal light transmission factor of at least 70 % and coloured foils which reduce the normal light transmission factor below the mandatory minimum shall not be allowed.
9	Rear-view mirrors Delegated Regulation (EU) 2015/208 Y	B ^{(2), (3)}	B ^{(2), (3)}	NA	NA	<i>Components</i> a) All tractors shall be equipped with two exterior rear-view mirrors and optionally with an interior rear-view mirror; b) Their type-approval shall not be required in accordance with UN Regulation No 46 or UN Regulation No 81. <i>Installation on the vehicle</i> Measurements shall be carried out to verify that the field of vision requirements in Annex IX to Delegated Regulation (EU) 2015/208 are met.
10	Driver information systems Delegated Regulation (EU) 2015/208 Y	D	D	NA	NA	Manufacturer's declaration (specifying VIN) establishing that the vehicle meets the requirements of Annex X to Delegated Regulation (EU) 2015/208.
11	Lighting, light-signalling devices and their light sources Delegated Regulation (EU) 2015/208 (based on UN Regulations Nos. 3, 4, 5, 6, 7, 19, 23, 31, 37, 38, 69, 77, 87, 91, 98, 99, 104, 112, 113, 119, 148, 149, 150) Y	E ^{(2), (3)}	E ^{(2), (3)}	E ^{(2), (3)}	E ^{(2), (3)}	The requirements of those UN Regulations do not apply. However, the correct functioning of the installed lights shall be checked.
12	Lighting installation	X ^{(1), (6)}	X ^{(1), (6)}	X ^{(1), (6)}	X ^{(1), (6)}	a) The requirements of Annex XII to Delegated Regulation

	Delegated Regulation (EU) 2015/208 (based on UN Regulation No 86)	A ⁽²⁾	A ⁽²⁾	A ⁽²⁾	A ⁽²⁾	(EU) 2015/208 shall be fulfilled; b) Lights and signalling devices that, for the purpose of fulfilling the requirements of point (a) must be retrofitted shall bear an 'UN' type-approval mark; c) Headlamp dipped-beams shall be adapted to the right-hand traffic direction of the road.
13	Vehicle occupant protection systems, including interior fittings, head restraints, safety belts, doors Delegated Regulation (EU) 2015/208	B	B	NA	NA	<i>Interior design</i> The requirements of Part 2 of Annex XIII to Delegated Regulation (EU) 2015/208 shall be fulfilled. <i>Head restraints, if any</i> The requirements of UN Regulation No 25 do not apply. <i>Safety belts</i> a) Where a vehicle of category T or C is equipped with roll-over protection structures, it shall be fitted with safety belts and shall comply with the requirements set out in ISO 3776-3:2009; b) No type-approval of safety-belts is required c) However, each seat belt shall bear an identification mark. <i>Doors, if any</i> Doors with electrically operated roof windows and hatches, if fitted to the vehicle, shall comply with the provisions of paragraphs 5.8.1 to 5.8.5 of UN Regulation No 21 as specified in Annex I thereto.
14	Vehicle exterior and accessories Delegated Regulation (EU) 2015/208	A	A	A	A	The requirements of Annex XIV to Delegated Regulation (EU) 2015/208 shall be fulfilled.
15	Electromagnetic compatibility Delegated Regulation (EU) 2015/208 Y	X ^{(1), (6)} A	X ^{(1), (6)} A	NA	NA	<i>Components</i> a) No type-approval of electrical/electronic assemblies is required; b) However, electrical/electronic devices subsequently fitted shall be type-approved and marked accordingly. <i>Electromagnetic radiation emissions</i> Manufacturer's declaration (specifying VIN) establishing that the vehicle meets the requirements set out in Annex XV to Delegated Regulation (EU) 2015/208 or complies with UN Regulation No 10 or the following alternative standards: - broadband electromagnetic radiation: CISPR 12 or SAE J551-2; or - narrow-band electromagnetic radiation: CISPR 12 (off-board) or 25 (in-board) or SAE J551-4 and SAE J1113-41. <i>Immunity tests</i> Immunity test shall be waived.
		D ⁽³⁾	D ⁽³⁾	NA	NA	
16	Acoustic warning devices Delegated Regulation (EU) 2015/208 Y	B ^{(2), (3)}	B ^{(2), (3)}	NA	NA	<i>Components</i> 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. <i>Installation on the vehicle</i> The requirements set out in paragraph 2 of Annex XVI to Delegated Regulation (EU) 2015/208 shall be fulfilled.
17	Heating systems Delegated Regulation (EU) 2015/208 Y	D X ^{(1), (6)} A ^{(2), (6)}	D X ^{(1), (6)} A ^{(2), (6)}	NA	NA	a) Manufacturer's declaration (specifying VIN) establishing that the vehicle complies with the requirements set out in Annex XVII to Delegated Regulation (EU) 2015/208; b) Heating and cooling systems which are subsequently installed shall be type-approved and shall comply with the installation requirements of UN Regulation No 122.
18	Devices to prevent unauthorised use	A ⁽³⁾	A ⁽³⁾	A ^{(3), (7)}	A ⁽³⁾	The requirements of Annex XVIII to Delegated Regulation (EU) 2015/208 shall be fulfilled.

	Delegated Regulation (EU) 2015/208 Y (for categories T and C only)					
19	Registration/licensing plate Delegated Regulation (EU) 2015/208	B	B	B	B	The requirements of Annex XIX to Delegated Regulation (EU) 2015/208 shall be fulfilled.
20	Statutory plate and marking Delegated Regulation (EU) 2015/208	B	B	B	B	a) The requirements of Annex XX to Delegated Regulation (EU) 2015/208, with the exception of paragraph 5 and 6, shall be fulfilled; b) In special situations where vehicles have not been fitted with mandatory identification elements, the approval authority may generate and punch an identification number on the vehicle and affix a statutory label to the extent that such vehicles can be identified.
21	Dimensions and trailer mass Delegated Regulation (EU) 2015/208	A	A	A	A	The requirements of Annex XXI to Delegated Regulation (EU) 2015/208 shall be fulfilled.
22	Maximum laden mass Delegated Regulation (EU) 2015/208	A	A	A	A	The requirements of Annex XXII to Delegated Regulation (EU) 2015/208 shall be fulfilled.
23	Ballast masses Delegated Regulation (EU) 2015/208	A	A	NA	NA	The requirements of Annex XXIII to Delegated Regulation (EU) 2015/208 shall be fulfilled.
24	Safety of electrical systems Delegated Regulation (EU) 2015/208	B	B	B	B	The requirements of Annex XXIV to Delegated Regulation (EU) 2015/208 shall be fulfilled.
25	Fuel tank Delegated Regulation (EU) 2015/208	B	B	NA	NA	The requirements of Annex XXV to Delegated Regulation (EU) 2015/208 shall be fulfilled.
26	Rear protective structures Delegated Regulation (EU) 2015/208	NA	NA	A	NA	a) The geometric requirements of paragraph 2 of Annex XXVI to Delegated Regulation (EU) 2015/208 shall be fulfilled; b) Vehicles where any rear protective structure is incompatible with their rear fitted operational devices, shall be exempted from the requirement; otherwise, the vehicle shall be fitted with a rear protective structure at its rear part that does not obstruct the function of those operational devices.
27	Lateral protection Delegated Regulation (EU) 2015/208	NA	NA	A(4)	NA	The geometric requirements of Annex XXVII to Delegated Regulation (EU) 2015/208 shall be fulfilled.
28	Load platforms Delegated Regulation (EU) 2015/208	A	A	NA	NA	The requirements of Annex XXVIII to Delegated Regulation (EU) 2015/208 shall be fulfilled.
29	Towing devices Delegated Regulation (EU) 2015/208	NA	NA	NA	NA	
30	Tyres Delegated Regulation (EU) 2015/208 (based on Regulation No 106)	X ⁽¹⁾ B ⁽²⁾	X ⁽¹⁾ B ⁽²⁾	X ⁽¹⁾ B ⁽²⁾	X ⁽¹⁾ B ⁽²⁾	<i>Components</i> Tyres shall bear the approval mark in accordance with the requirements of Annex XXX to Delegated Regulation (EU) 2015/208. <i>Installation</i> The requirements of paragraph 2.2 of Annex XXX to

						Delegated Regulation (EU) 2015/208 shall be fulfilled.
31	Spray-suppression devices Delegated Regulation (EU) 2015/208 Y	A ⁽³⁾	NA	A ⁽³⁾	NA	The requirements of Annex XXXI to Delegated Regulation (EU) 2015/208 shall be fulfilled.
32	Reverse Delegated Regulation (EU) 2015/208	E	E	NA	NA	All tractors shall be equipped with a device for reversing which can be operated from the driving position.
33	Tracks Delegated Regulation (EU) 2015/208	NA	A	NA	NA	The requirements of Annex XXXIII to Delegated Regulation (EU) 2015/208, with the exception of paragraph 3.10, shall be fulfilled.
34	Mechanical couplings Delegated Regulation (EU) 2015/208	X ^{(1), (6)} B ⁽²⁾	X ^{(1), (6)} B ⁽²⁾	X ^{(1), (6)} B ⁽²⁾	X ^{(1), (6)} B ⁽²⁾	<i>Separate technical units</i> 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. 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; b) Couplings other than those referred to in point (a), as well as couplings that are retrofitted, shall be type-approved in accordance with Annex XXXIV to Delegated Regulation (EU) 2015/208. <i>Installation on the vehicle</i> It shall be checked that the installation of the coupling devices comply with Annex XXXIV to Delegated Regulation (EU) 2015/208.
35	Roll-over protection structures Delegated Regulation (EU) 1322/2014 (test report alternative to the one within the application field of OECD Code 3)	D X ^{(1), (6)} A ^{(2), (6)}	NA	NA	NA	a) OEM devices shall not be required to be type-approved; manufacturer's declaration (specifying VIN) establishing that the vehicle meets the requirements of Annex VI to Delegated Regulation (EU) 1322/2014; b) Devices intended for subsequent fitting shall be approved in accordance with Annex VI to Delegated Regulation (EU) No 1322/2014.
36	Roll-over protection structures (track laid) Delegated Regulation (EU) 1322/2014 (test report alternative to the one within the application field of OECD Code 8)	NA	D X ^{(1), (6)} A ^{(2), (6)}	NA	NA	a) OEM devices shall not be required to be type-approved; the vehicle's manufacturer shall provide a declaration (specifying VIN) that the vehicle meets the requirements of Annex VII to Delegated Regulation (EU) 1322/2014; b) Devices intended for subsequent fitting shall be approved in accordance with Annex VII to Delegated Regulation (EU) No 1322/2014.
37	Roll-over protection structures (static testing) Delegated Regulation (EU) 1322/2014 (test report alternative to the one within the application field of OECD Code 4)	D X ^{(1), (6)} A ^{(2), (6)}	D X ^{(1), (6)} A ^{(2), (6)}	NA	NA	a) OEM devices shall not be required to be type-approved; the vehicle's manufacturer shall provide a declaration (specifying VIN) that the vehicle meets the requirements of Annex VIII to Delegated Regulation (EU) 1322/2014; b) Devices intended for subsequent fitting shall be approved in accordance with Annex VIII to Delegated Regulation (EU) No 1322/2014.
38	Front-mounted roll-over protection structures (narrow-track tractors)	D X ^{(1), (6)} A ^{(2), (6)}	D X ^{(1), (6)} A ^{(2), (6)}	NA	NA	a) OEM devices shall not be required to be type-approved; the vehicle's manufacturer shall provide a declaration (specifying VIN) that the vehicle meets the requirements of Annex IX to Delegated Regulation (EU) 1322/2014;

	Delegated Regulation (EU) 1322/2014 (test report alternative to the one within the application field of OECD Code 6)					b) Devices intended for subsequent fitting shall be approved in accordance with Annex IX to Delegated Regulation (EU) No 1322/2014; c) Requirements not applicable to vehicles fitted with a saddle and handlebar.
39	Rear-mounted roll-over protection structures (narrow-track tractors) Delegated Regulation (EU) 1322/2014 (test report alternative to the one within the application field of OECD Code 7)	D X ^{(1), (6)} A ^{(2), (6)}	D X ^{(1), (6)} A ^{(2), (6)}	NA	NA	a) OEM devices shall not be required to be type-approved; the vehicle's manufacturer shall provide a declaration (specifying VIN) that the vehicle meets the requirements of Annex X to Delegated Regulation (EU) 1322/2014; b) Devices intended for subsequent fitting shall be approved in accordance with Annex X to Delegated Regulation (EU) No 1322/2014; c) Requirements not applicable to vehicles fitted with a saddle and handlebar.
40	Falling Objects Protection Structure Delegated Regulation (EU) 1322/2014 (test report alternative to the one within the application field of OECD Code 10)	D X ^{(1), (6)} A ^{(2), (6)}	D X ^{(1), (6)} A ^{(2), (6)}	NA	NA	a) OEM devices shall not be required to be type-approved; the vehicle's manufacturer shall provide a declaration (specifying VIN) that the vehicle meets the requirements of Annex XI to Delegated Regulation (EU) 1322/2014; b) Devices intended for subsequent fitting shall be approved in accordance with Annex XI to Delegated Regulation (EU) No 1322/2014; c) Requirements not applicable to vehicles fitted with a saddle and handlebar.
41	Passenger seats Delegated Regulation (EU) 1322/2014	D	D	NA	NA	Manufacturer's declaration (specifying VIN) establishing that the vehicle meets the requirements of Annex XII to Delegated Regulation (EU) 1322/2014.
42	Driver's exposure to noise level Delegated Regulation (EU) 1322/2014	A	A	NA	NA	The requirements of Annex XIII to Delegated Regulation (EU) 1322/2014 shall be fulfilled.
43	Driver's seat and position Delegated Regulation (EU) 1322/2014	A	A	NA	NA	The requirements of Annex XIV to Delegated Regulation (EU) 1322/2014 shall be fulfilled without the need to carry out the tests in paragraph 3.5.
44	Operating space, access to the driving position Delegated Regulation (EU) 1322/2014	A	A	NA	NA	The requirements of Annex XV to Delegated Regulation (EU) 1322/2014 shall be fulfilled.
45	Power take-offs Delegated Regulation (EU) 1322/2014	A	A	NA	NA	The requirements of Annex XVI to Delegated Regulation (EU) 1322/2014 shall be fulfilled.
46	Protection of drive components Delegated Regulation (EU) 1322/2014	A	A	NA	NA	The requirements of Annex XVII to Delegated Regulation (EU) 1322/2014 shall be fulfilled.
47	Safety-belt anchorages Delegated Regulation (EU) 1322/2014 (test report alternative to the one within the application field of OECD Codes 3, 4, 6, 7, 8)	D	D	NA	NA	Manufacturer's declaration (specifying VIN) establishing that the vehicle meets the requirements of Annex XVIII to Delegated Regulation (EU) 1322/2014.
48	Safety belts Delegated Regulation (EU) 1322/2014	X ^{(1), (6)}	X ^{(1), (6)}	NA	NA	<i>Components</i> a) Where a vehicle is equipped with roll-over protection structures, it shall be fitted with safety-belts bearing an identification mark, and EU or UN approval is not required; b) Where a number of seat belts have to be retrofitted, they shall be compatible and type-approved in accordance with

						UN Regulation No 16.
49	Protection against penetrating objects Delegated Regulation (EU) 1322/2014	C	C	NA	NA	Vehicles equipped for forestry applications shall comply with the requirements for protection against penetrating objects laid down in ISO 8084:2003.
50	Exhaust system Delegated Regulation (EU) 1322/2014	A	A	NA	NA	The requirements of Annex XXI to Delegated Regulation (EU) 1322/2014 shall be fulfilled.
51	User manual Delegated Regulation (EU) 1322/2014	NA	NA	NA	NA	
52	Controls, including in particular emergency and automatic stop devices Delegated Regulation (EU) 1322/2014	A	A	NA	NA	The requirements of Annex XXIII to Delegated Regulation (EU) 1322/2014 shall be fulfilled.
53	Protection against mechanical hazards, including protection against rupture of pipes carrying fluids and uncontrolled movement of the vehicle Delegated Regulation (EU) No 1322/2014	A	A	A ⁽⁷⁾	A	The requirements of Annex XXIV to Delegated Regulation (EU) No 1322/2014 shall be fulfilled.
54	Guards and protective devices Delegated Regulation (EU) No 1322/2014	A	A	A ⁽⁷⁾	A	The requirements of Annex XXV to Delegated Regulation (EU) No 1322/2014 shall be fulfilled.
55	Information, warnings and markings Delegated Regulation (EU) No 1322/2014	A	A	A ⁽⁷⁾	A	The requirements of Annex XXVI to Delegated Regulation (EU) No 1322/2014 shall be fulfilled.
56	Materials and products Delegated Regulation (EU) No 1322/2014 Y	D ⁽³⁾	D ⁽³⁾	NA	NA	Manufacturer's declaration (specifying VIN) establishing that the vehicle meets the requirements of Annex XXVII to Delegated Regulation (EU) No 1322/2014.
57	Batteries Delegated Regulation (EU) No 1322/2014 Y	D ⁽³⁾	D ⁽³⁾	NA	NA	Manufacturer's declaration (specifying VIN) establishing that the vehicle meets the requirements of Annex XXVIII to Delegated Regulation (EU) 1322/2014.
58	Emergency exit Delegated Regulation (EU) No 1322/2014	A	A	NA	NA	The requirements of paragraph 6 of Annex XV to Delegated Regulation (EU) No 1322/2014 shall be fulfilled.
59	Cab ventilation and filtration system Delegated Regulation (EU) No 1322/2014	NA	NA	NA	NA	
60	Burning rate of cab material Delegated Regulation (EU) No 1322/2014	D ⁽³⁾	D ⁽³⁾	NA	NA	According to paragraph 56.
61	Pollutant emissions	X	X	NA	NA	The requirements of Delegated Regulation (EU) 2018/985 shall be fulfilled.

	Delegated Regulation (EU) 2018/985					
62	Sound level (external) Delegated Regulation (EU) 2018/985 (limit values of Regulation (EU) No 167/2013) Y	A	A	NA	NA	The requirements of Delegated Regulation (EU) 2018/985 shall be fulfilled.

*) In accordance with Regulation (EU) No 167/2013

Explanatory notes:

(1) Subassembly or component.

(2) Vehicle or installation.

(3) Alternative requirements: the provisions corresponding to vehicles of category N and O.

(4) Only for vehicles with a maximum speed exceeding 40 km/h (index b).

(5) Only for speed vehicles with a maximum speed below or equal to 40 km/h (index a).

(6) Only for parts fitted after manufacture.

(7) Only for interchangeable towed equipment falling within category R because the ratio between the maximum permissible laden mass and the maximum permissible mass in the unladen state is equal to or greater than 3.

X: full compliance with the regulatory act is required; the EC or UN type-approval certificate shall be issued; conformity of production shall be ensured.

Y: the relevant acts for motor vehicles are accepted as equivalent, as specified in the delegated act.

NA: not applicable.

A: The approval certificate and the approval mark are not required. Test reports shall be drawn up by a notified technical service.

B: The technical requirements of the regulatory act must be complied with. The tests provided for in the regulatory act must be carried out in full; they may be carried out by the manufacturer himself, who shall then issue the test report, subject to the agreement of the approval authority.

C: manufacturer shall demonstrate, subject to the agreement of the approval authority, that the fundamental requirements of the regulatory act are met.

D: A declaration of conformity submitted by the manufacturer shall be sufficient. No test report is required.

E: Functional checks.

Level 'X' covers levels 'A', 'B', 'C' and 'D', level 'A' covers levels 'B', 'C' and 'D'; level 'B' covers level 'C' and 'D'; level 'C' covers level 'D'.

Technical conditions for the national individual approval of used agricultural and forestry vehicles as well as of new/used slow passenger wide trailers (RLPs)

1. Identifiers

1.1. The identification number shall be punched (if applicable, inscribed), generally on a non-removable component of the main structural element of the vehicle, in the form and using the characters prescribed by the manufacturer or a competent authority of the country of origin.

1.2. If available, the manufacturer's plate shall be marked at least with the vehicle identification number and the technically permissible maximum masses, depending on the possible types of tyres to be used.

1.3. For the identification number, Latin letters and Arabic numerals must be used. The use of letters I, O and Q or hyphens, asterisks and other special signs shall not be permitted in the composition of the identification number.

1.4. Where letters I, O, Q, hyphens, asterisks or other special signs are included in the identification number, the RAR shall assign and punch a new identification number complying with the requirement of paragraph 1.3.

2. Location of licensing plates

2.1. Vehicles shall be equipped at the rear with a location of the licensing plates.

2.2. This location shall consist of a flat or almost flat rectangular surface, at least the following dimensions: width: 255 or 520 mm and height: 165 or 120 mm.

3. Braking system

3.1. The combination of the braking systems with which a vehicle is equipped shall consist of the service brake and the parking brake.

3.1.1. The service braking system shall enable it to be operated gradually. The driver may perform this braking action from his driving position without raising his hands from the steering control device.

3.1.1.1. For the purpose of assisting the driver with braking (to allow differential braking in service), the tractor's service braking system may consist of two independent braking circuits, each connected to a separate brake pedal located on the right or left. For tractors of category Tb, if the differential braking function is activated, it shall not be possible to travel at speeds exceeding 40 km/h; at speeds exceeding 40 km/h, the differential braking function shall be deactivated. These two operations shall be carried out by automatic means.

3.1.1.2. For agricultural or forestry vehicles manufactured before 1/1/2016 with a maximum speed of not more than 40 km/h and for those manufactured from 2016 with a maximum speed of not more than 30 km/h, the service braking system shall act on all wheels on at least one axle. In all other cases, the service braking system shall act on all the wheels of the vehicle. However, in the case of vehicles with a braked axle and an automatic coupling of the driving force to all other axles during braking, all wheels shall be braked. For category C vehicles, this condition shall be deemed to be fulfilled if all the rollers of the track of the vehicle are braked. For category C vehicles with a maximum speed of less than 30 km/h (or 40 km/h in the case of those manufactured before 1/1/2016, this condition shall be deemed to be fulfilled if at least one track roll on each side of the vehicle is braked.

In the case of vehicles of categories Rb and Sb, the service braking system shall act on at least two wheels of each axle.

3.1.1.3. Vehicles of categories R1a and S1a shall not be fitted with a service braking system. Vehicles of categories R1b and S1b, whose sum of the technically permissible axle masses not exceeding 750 kg, shall not be fitted with a service braking system. However, where vehicles of these categories are fitted with a service braking system, it shall meet the same requirements as those corresponding to category R2 or S2, as applicable.

3.1.1.4. Vehicles of categories R1b and S1b, whose sum of the technically permissible axle masses exceeding 750 kg and those of category R2, shall be fitted with a continuous, semi-continuous or inertial

service braking system. However, where vehicles of these categories have a continuous or semi-continuous service braking system, they shall meet the same requirements as those of category R3.

3.1.1.5. If a towed vehicle belongs to category R3, R4 or S2, the service braking system shall be of the continuous or semi-continuous type. However, an inertial braking system may be fitted under the following conditions to vehicles of categories R3a and S2a with a maximum mass not exceeding 8,000 kg:

the maximum speed shall be not more than 30 km/h when the brakes do not act on all wheels;

the maximum speed shall be not more than 40 km/h when the brakes act on all wheels.

3.1.1.6. The braking system shall be such that the towed vehicle is automatically stopped in the event of a decoupling taking place while the towed vehicle is in motion.

Vehicles of categories R1 and S1 which do not have a braking system shall be equipped, in addition to the main coupling device, with a secondary coupling device (chain, cable, etc.) which, in the case of separation of the main coupling, is capable of preventing the drawbar from touching the ground and of retaining to some extent the direction of the towed vehicle.

Vehicles of categories R1, R2, R3a, S1 and S2a equipped with an inertial braking system shall be equipped with a device (chain, cable, etc.) which, in the case of separation of the coupling device, can actuate the brakes of the towed vehicle.

3.1.1.7. On each towed vehicle equipped with a hydraulic braking system, the braking system shall be designed in such a way that, when the additional line disconnects, the parking or service braking system is automatically applied.

3.1.2. The parking braking system shall allow the vehicle to remain stationary on a slope or ramp even in the absence of the driver, the active components of the braking system being held in place only by a mechanical device. In the case of tractors, the driver shall be able to obtain this braking action from his seat.

3.2. In all towed vehicles required to be fitted with a service braking system, the parking brake shall be ensured even when the towed vehicle is separated from the tractor. It shall be possible for a person on the ground to be able to actuate the parking braking system.

3.3. Vehicles with a maximum speed exceeding 60 km/h belonging to categories Tb, R3b, R4b and S2b shall be equipped with ABS.

3.4. In the case of vehicles with a maximum speed of up to 40 km/h, which are equipped with a hydrostatic propulsion which cannot be deactivated during use and which is declared by the vehicle manufacturer as acting as a braking system, this type of propulsion may be recognised as a braking system, alone or in combination with a friction brake. The drive control device shall be constructed in such a way that accidental reversing is prevented during a journey on the road.

3.5. Slow trailers for the transport of persons, irrespective of their category, shall be fitted with a tractor-operated service braking system as well as a parking braking system which can also be activated from inside the trailer and the control shall be marked accordingly.

4. Steering system

4.1. Wheeled tractors

4.1.1. The steering control shall be easy to use. It shall be designed in such a way as to permit gradual deflection. The direction of movement of the steering control shall correspond to the desired change in direction.

4.2. Track-laying tractors

4.2.1. Steering control of track-laying tractors:

4.2.1.1. Tractors with a maximum speed not exceeding 40 km/h:

a) for vehicles with only one track undercarriage at each side, the steering function shall be performed by changing the speed between the left-hand side and right-hand side track undercarriages;

b) for vehicles with two track undercarriages at each side, the steering function shall be performed by articulation of the front and rear part of the vehicle around a central vertical axis or by pivoting of two opposite or all four track undercarriages;

4.2.1.2. In the case of vehicles with a maximum speed exceeding 40 km/h, the steering function shall be performed by articulation of the front and rear part of the vehicle around a central vertical axis or by articulation of all track undercarriages.

4.2.1.3. In the case of vehicles whose undercarriage is a combination of a wheeled axle and the corresponding tracks, the steering function shall be performed by changing the direction of the wheels on the wheeled axle and/or by articulation of the front and rear part of the vehicle around a central vertical axis. The wheeled axle can be installed at the front or at the rear of the vehicle.

4.3 Tractors with differential steering system

4.3.1. The differential steering system can be used for both wheeled and track-laying tractors.

4.3.2. Steering control of tractors with differential steering system:

4.3.2.1. The differential steering system is characterised by a method of direction where the orientation of the tractor is done by creating a different rotational speed between the left and the right hand wheels or track assemblies.

4.4 General conditions

4.4.1. The steering system shall not exhibit excessive loss of working fluid or excessive play in the joints.

5. Field of vision and wipers

5.1. The main field of vision of the tractor with cab consists of the windscreen and the front side windows.

5.2. No partial or total obstructing of the main field of vision shall be permitted, except for cab poles and rear-view mirrors.

5.3. Tractors with cab shall be fitted with at least one windscreen wiper operating in the driver's area of vision.

6. Glazing

6.1. Tractors equipped with cab shall be fitted with glazing to ensure adequate visibility. The glazing of tractors shall be at least of the type specified in UN Regulation No 43.

6.2 The glazing of tractors shall provide a normal light transmission factor of at least 70% for the windscreen and the front side windows forming the main field of vision of the tractor.

6.3. It shall not be permitted to reduce the transparency of the glazing in the main field of vision of the tractor so that the provisions of paragraph 6.2 are no longer complied with.

7. Rear-view mirrors

7.1. Tractors shall be fitted with two rear-view mirrors of class II (exterior) and optionally with a rear-view mirror of class I (interior).

7.2. Rear-view mirrors shall be fixed in such a way that they remain in a stable position under the normal driving conditions of the tractor.

7.3. The exterior rear-view mirrors shall be visible through the portion of the surface of the windscreen cleaned by the windscreen wiper or by the side windows if the tractor is fitted with them.

7.4. The interior rear-view mirror shall be adjustable by the driver from his driving position.

7.5. Vehicles equipped with a straddle seat and handlebars shall comply with the requirements applicable to quadricycles (category L7e).

8. Lighting and light-signalling installation

The lighting and light-signalling installation shall comply with the following requirements:

8.1. Driving-beam (main-beam) headlamp

a) presence:

- i) mandatory for tractors having a maximum speed exceeding 40 km/h;
- ii) optional for vehicles with a maximum speed not exceeding 40 km/h;
- iii) prohibited for categories R, S and RLP;

b) number: two or four;

c) colour: white or yellow;

d) connection tell-tale: mandatory.

8.2. Passing beam headlamps

a) presence:

- i) mandatory for categories T and C;
- ii) prohibited for categories R, S and RLP;

b) number: two; for tractors equipped for the front mounting of tools, it is permissible to install two additional headlamps at a height not exceeding 4,000 mm if the electrical connections are so designed that the two pairs of dipped-beam headlamps cannot be switched on at the same time;

c) colour: white or yellow;

d) connection tell-tale: optional;

e) device for adjusting headlamps: optional.

8.3. Front fog lamps

a) presence:

i) optional for categories T and C;

ii) prohibited for categories R, S and RLP;

b) number: two;

c) colour: white or yellow;

d) connection tell-tale: optional.

8.4. Reversing lamps

a) presence: optional;

b) number: one or two;

c) colour: white;

d) connection tell-tale: optional.

8.5. Direction-indicator lamps

a) presence: mandatory;

b) number:

i) there are 4 level of equipment for tractors:

- two front lamps and two rear lamps in the same optical block for each side of the tractor; this variant may be used in the case of tractors up to 4,6 m in length;

- two front lamps, two side lamps, in the same optical block for each side of the tractor and two lamps at the rear;

- two front lamps, two side lamps and two rear lamps;

- two front lamps and two rear lamps;

ii) in the case of towed trailers and machinery: two rear direction-indicator lamps;

c) colour: yellow or red;

d) connection tell-tale: mandatory.

8.6. Hazard warning device: identical to subparagraph 8.1.5.

8.7. Stop lamps

a) presence: mandatory;

b) number: two S1 or S2 category devices and one S3 or S4 category device; except in the case where a category S3 or S4 device is installed, two optional category S1 or S2 devices may be installed on vehicles;

c) colour: red;

d) connection tell-tale: optional.

8.8. Front position lamps

a) presence:

i) mandatory for categories T and C;

ii) mandatory on R- and S-category vehicles with width exceeding 1,6 m and maximum speed exceeding 40 km/h;

b) number: two; in the case of vehicles equipped for the fitting of portable devices at the front, which may obscure the front position lamps, two additional front position lamps may be fitted at a height not exceeding 4,000 mm;

c) colour: white or yellow (if the lamp is included in a yellow optical block);

d) connection tell-tale: mandatory.

8.9. Rear position lamps

a) presence: mandatory;

b) number: two (parts of the vehicle that extend the rearmost point of the illuminating surface of the rear position lamps by more than 1,000 mm shall be fitted with an additional rear position lamp);

c) colour: red;

d) connection tell-tale: mandatory.

8.10. Rear fog lamps

a) presence: optional;

b) number: one or two;

c) colour: red;

d) connection tell-tale: mandatory.

8.11. Parking lamps

a) presence: optional;

b) number: two lamps at the front and two lamps at the rear or one lamp on one side of the vehicle and one on the side but visible from both the front and the rear;

c) colour: white in the front, red in the rear; may be yellow if the lamp is included in an optical block with side direction-indicator lamps or side-marker lamps;

d) connection tell-tale: optional.

8.12. End-outline marker lamps

a) presence:

i) optional for categories T and C and vehicles of categories R, S and RLP with exceeding 1.80 m in width;

ii) prohibited on all other vehicles;

b) number: two front lamps and two rear lamps;

c) colour: white in the front and red in the rear;

d) connection tell-tale: optional.

8.13. Work lamp(s)

If such a lighting device exists, it may not be combined with any other lamp; the connection tell-tale is mandatory.

8.14. Non-triangular rear retro-reflectors

a) presence:

i) mandatory for categories T and C;

ii) prohibited for categories R, S and RLP;

b) number: two or four;

c) colour: red.

8.15. Non-triangular side retro-reflectors

a) presence:

i) mandatory for vehicles with a length exceeding 4.6 m;

ii) optional for vehicles not exceeding 4.6 m in length;

b) number: one reflector shall be not more than 3 m from the foremost point of the vehicle, and either the same reflector or a second reflector shall be not more than 3 m from the rearmost point of the vehicle; the distance between two reflectors on the same side of the vehicle shall not exceed 6 m;

c) colour: yellow; rear side retro-reflectors can still be red if incorporated into a rear optical block with red lights.

8.16. Rear licensing plate lamps

a) presence: mandatory;

b) number and positioning: in such a way that the lamp(s) illuminate the area of the plate with the licensing number;

c) colour: white;

d) connection tell-tale: optional.

8.17. Non-triangular front retro-reflectors

a) presence:

i) mandatory for categories R, S and RLP;

ii) optional for categories T and C;

- b) number: two or four;
- c) colour: white or colourless;
- d) the illuminating surface of the retro-reflector may have parts in common with the apparent surface of any other lamp situated at the front.

8.18. Side marker lamps

- a) presence:
 - i) mandatory on tractors exceeding 4.6 m in length;
 - ii) mandatory on vehicles of categories R3 and R4 exceeding 4.6 m in length;
 - iii) optional on all other vehicles;
- b) number: at least one side-marker lamp shall be fitted to the middle third of the vehicle, the foremost side-marker lamp being not further than 3 m from the front; the distance between two adjacent side-marker lamps shall not exceed 3 m; if the structure, design or the operational use of the vehicle makes it impossible to comply with such a requirement, this distance may be increased to 4 m;
- c) colour: yellow;
- d) connection tell-tale: optional;
- e) the side marker lamp may be part of the light emitting surface in common with the side retro-reflector.

8.19. Daytime running lamps

- a) presence:
 - i) optional for categories T and C;
 - ii) prohibited for categories R, S and RLP;
- b) number: two; for tractors equipped for the front mounting of tools, it is permissible to install two additional lamps at a height not exceeding 4,000 mm if the electrical connections are so designed that the two pairs of daytime running lamps cannot be switched on at the same time;
- c) colour: white;
- d) connection tell-tale: optional.

8.20. Cornering lamps

- a) presence:
 - i) optional for categories T and C;
 - ii) prohibited for categories R, S and RLP;
- b) number: two or four;
- c) colour: white;
- d) connection tell-tale: without;
- e) the cornering lamps shall not be activated at vehicle speeds above 40 km/h.

8.21. Outline marking

- a) presence: optional;
- b) colour: white or yellow on the side; red or yellow on the rear;
- c) outline markings shall be as close as practicable to horizontal and vertical, compatible with the shape, structure, design and operational requirements of the vehicle.

8.22. Rear marking plates for slow moving vehicles

- a) presence:
 - i) optional on vehicles with a maximum speed of 40 km/h;
 - ii) prohibited on all other vehicles.
- b) number and arrangement: in accordance with Annex 15 to UN Regulation No 69.

8.23. External courtesy lamps

- a) presence:
 - i) optional for categories T and C;
 - ii) prohibited for categories R, S and RLP;
- b) number: unspecified;
- c) colour: white;
- d) connection tell-tale: optional;

e) the exterior courtesy lamp shall not be activated unless the vehicle is stationary and one or more of the following conditions is satisfied:

- i) the engine is switched off;
- ii) a driver's or passengers' door is open;
- iii) a load compartment door is opened.

8.24. Manoeuvring lamps

a) presence:

- i) optional for categories T and C;
- ii) prohibited for categories R, S and RLP;

b) number: one or two (one on each side);

c) colour: white;

d) connection tell-tale: optional;

e) manoeuvring lamps shall be so connected that they cannot be activated unless the main-beam headlamps or the dipped-beam headlamps are switched ON at the same time;

f) the manoeuvring lamp(s) shall be activated automatically for slow manoeuvres up to 10 km/h provided that one of the following conditions is fulfilled:

- i) activate prior to the vehicle being set in motion for the first time after each manual activation of the propulsion system; or
- ii) reverse gear is engaged; or
- iii) a camera-based system which assists parking manoeuvres is activated.

g) the manoeuvring lamp(s) shall be automatically removed from operation if the vehicle speed is more than 10 km/h and remain(s) switched off until the conditions for its activation are met again.

8.25. Triangular rear retro-reflectors

a) presence:

- i) mandatory for categories R, S and RLP;
- ii) prohibited for categories T and C;

b) number: two or four; the tip of the triangle facing upwards;

c) colour: red;

d) the illuminating surface of the retro-reflector may have parts in common with that of any other rear lamp.

8.26. Signalling foils

a) presence:

- i) mandatory for vehicles with a total width exceeding 2.55 m;
- ii) optional for vehicles with a total width not exceeding 2.55 m;

b) number: two or four; the foils shall be arranged in a way that their stripes shall run under 45° outwards and downwards:

c) colour: white and red.

9. Acoustic warning devices

9.1. The acoustic warning device shall emit a uniform and constant sound; its acoustic spectrum shall not change significantly during operation.

10. Interior arrangement

10.1. Interior arrangement of tractors

10.1.1. Tractors shall be equipped with a driver's seat and, optionally, with a seat or seats for accompanying persons. The seat surface, the backrest, the lateral supports and, where fitted, the removable, folding or fixed armrests, must be padded and the coating material must be washable. ATV tractors are equipped with a straddle seat.

10.1.1.1. The driver's seat must be designed to reduce shocks and vibration. For this purpose, the seat must be securely fixed by means of an elastic element, have good vibration absorption and provide adequate support at the rear and sides.

10.1.1.2. The accompanying seats must be firmly fixed and, depending on the type of tractor, be conveniently linked to elements of the structure (chassis, overturning device, platform, etc.). These structural elements must be sufficiently strong to support the laden accompanying seats.

10.1.2. The fitting of tractors of Ta categories, manufactured before 1/1/2016, with seat belts is optional.

10.1.3. From the year of manufacture 2016, when a vehicle of category T or C is equipped with roll-over protection structures, vehicles shall be fitted with safety belts and shall comply with the requirements of ISO 3776-3:2009. Alternatively, vehicles of categories T or C fitted with roll-over protection structures which have been tested and which have been granted a test report on the basis of UN Regulation No 16 shall be deemed to comply with the requirements.

10.1.4. When a vehicle of category T or C is equipped with roll-over protection structures, it shall be fitted with safety-belt anchorages complying with ISO 3776-1:2006. In addition, they shall comply with the requirements set out in one of points B, C or D of Annex XVIII to Delegated Regulation (EU) No 1322/2014.

10.1.5. All tractors with a maximum speed exceeding 30 km/h shall be equipped with a speedometer. Tractors of categories T4.1 and C4.1 with a maximum speed of less than 30 km/h shall also be equipped with a speedometer. The speedometer display shall be in the driver's direct field of vision and shall be clearly legible both by day and by night. The range of speeds indicated shall be large enough to include the maximum speed given by the manufacturer for the type of vehicle.

10.2. Interior arrangement of slow trailers for passenger transport

10.2.1. Slow trailers for passenger transport shall be equipped with benches or seats firmly attached to a body or chassis strength element situated at least 150 mm below the upper level of shutters or the lower edge of glazing for trailers whose bodywork is of the closed type. Fitting seats or benches with seat belts is optional.

10.2.2. If the body of the trailer is of the closed type, it shall be fitted with glazing approved in accordance with Annex III, Directive 89/173/EEC, Directive 92/22/EEC or UN Regulation No 43.

10.2.3. Slow trailers for passenger transport shall have at least one safety exit with the following minimum dimensions: height – 1,200 mm and width – 550 mm.

10.2.4. Access shutters or doors shall be fitted with hinges and locks with two latch positions that do not allow accidental opening during walking.

10.2.5. Slow, convertible trailers for passenger transport shall be provided with an effective structural frame in case the trailer is overturned.

10.2.6. The floor of slow trailers may not be more than 75 cm away from the ground.

10.2.7. Slow trailers for passenger transport must be equipped with suspension.

10.2.8. Slow trailers for passenger transport shall be fitted with a plate bearing the maximum number of seats allowed.

10.2.9. When calculating the maximum number of seats allowed, the mass of each passenger shall be considered to be 75 kg.

10.2.10. Slow trailers for the passenger transport shall be fitted with an optical or acoustic warning system in the driver's trailer for emergency cases.

11. Mass and dimensions

11.1. Masses

11.1.1. The technically permissible maximum masses (total, on axles, towable, of the combination of vehicles, on the coupling device, as appropriate) shall be those declared by the vehicle manufacturer and/or set out in the approval documents.

11.1.2. The unladen mass of the vehicle shall be determined by weighing.

11.1.3. Whatever the state of loading of the tractor, the mass transmitted to the road by the wheels on the steering axle shall not be less than 20% of the unladen mass of that tractor.

11.1.4. The technically permissible maximum mass shall not exceed the following values:

- a) 18 tonnes in the case of 2 axle vehicles belonging to categories T1, T2, T4.1, T4.2;
- b) 24 tonnes in the case of 3 axle vehicles belonging to categories T1, T2, T4.1, T4.2;
- c) 32 tonnes in the case of vehicles with 4 or more axles belonging to category T1;
- d) 10 tonnes in the case of vehicles with 2, 3 or 4 axles belonging to category T4.3;
- e) 32 tonnes in the case of vehicles belonging to category C;
- f) 18 tonnes in the case of 2 axle vehicles belonging to categories R, S or RLP;

- g) 24 tonnes in the case of 3 axle vehicles belonging to categories R, S or RLP;
- h) 32 tonnes in the case of vehicles with 4 or more axles belonging to categories R or S.

11.1.5. For vehicles of categories T and C and of categories R and S, which do not impose any significant static vertical load on the tractor (drawbar towed vehicle), the sum of the maximum permissible masses per axle shall be equal to or higher than the maximum permissible mass of the vehicle.

11.1.6. For vehicles of categories R and S imposing a significant static vertical load on the tractor (rigid drawbar towed vehicle and centre-axle towed vehicle), the maximum permissible mass of the vehicle shall be considered to be the sum of the maximum permissible masses on the axles.

11.1.7. The permissible towable mass may consist of one or more trailers towed or agricultural or forestry implements. It shall not exceed:

- a) the technically permissible towable mass declared by the manufacturer;
- b) the towable mass of the mechanical coupling(s) pursuant to their component type-approval(s).

11.2. Dimensions

11.1. The dimensions of the vehicle shall be those declared by the vehicle manufacturer and/or set out in the approval document.

11.2.1. The maximum permissible dimensions for vehicles of category T or category C are as follows:

- a) length: 12 m;
- b) width: 2.55 m (ignoring the deflected part of the tyre walls at the point of contact with the ground).

The width may be increased up to 3 m if this is solely caused by the installation of tyres, rubber tracks or dual tyre configurations, necessary for soil protection, including spray suppression systems, provided that the width of the vehicle permanent structure is limited to 2.55 m and the type-approved vehicle is also fitted with at least one set of tyres or rubber tracks for which its width may not exceed 2.55 m.

- c) height: 4 m;

11.2.2. The maximum permissible dimensions for vehicles of category S are as follows:

- a) length: 12 m;
- b) width: 3 m (ignoring the deflected part of the tyre walls at the point of contact with the ground);
- c) height: 4 m;

11.2.3. The maximum permissible dimensions for R-category and RLP vehicles are:

- a) length: 12 m;
- b) width: 2.55 m (ignoring the deflected part of the tyre walls at the point of contact with the ground).

The width may be increased up to 3,00 m if this is solely caused by either of the following circumstances:

i) the use of soil protection tyres configurations, provided that the vehicle can also be fitted with at least one set of tyres where its width does not exceed 2.55 m. The structure of the vehicle necessary for transport purposes may not exceed in width 2.55 m. Where the vehicle can also be fitted with at least one set of tyres with its width not exceeding 2.55 m, the spray suppression systems, if fitted, will be such that the vehicle width is limited to 2.55 m;

ii) the presence of tools, necessary for the functioning of the vehicle and in compliance with the provisions implementing Directive 2006/42/EC. The structure of the vehicle necessary for transport purposes may not exceed in width 2.55 m;

- c) height: 4 m;

12. Running system

12.1. The tyre fitting shall be consistent with the vehicle manufacturer's instructions.

12.1.1. Tyres used for vehicles of categories T, R, RLP or S shall be approved in accordance with UN Regulation No 106, respecting the load and speed indices.

12.1.2. Where a vehicle is designed for conditions of use which are incompatible with the characteristics of tyres type-approved according to UN Regulation No 106, tyres type-approved according to UN Regulations No 30, 54, 75 and 117 may also be accepted, subject to the load and speed indices.

12.1.3 Towed vehicles may also be fitted with tyres approved in accordance with Directive 92/23/EEC, subject to load and speed indices.

12.2. The tracks of category C vehicles shall meet the following requirements:

12.2.1. Vehicles with maximum speed not exceeding 15 km/h shall be equipped either with track chains or with track belts;

12.2.2. Vehicles with a maximum speed exceeding 15 km/h shall be equipped with track belts only.

12.2.3. Track undercarriages shall be non-damaging to roads. Vehicles with track undercarriages are non-damaging to roads if the limits set out in paragraphs 12.2.3.1 and 12.2.3.2. are not exceeded and the contact surface of the track undercarriage with the road pavement is composed of an elastomeric material (such as rubber, etc.).

12.2.3.1. Mean Ground Contact Pressure (P):

12.2.3.1.1. Track chains: $P \leq 0,65$ MPa, calculated as follows:

$$P[\text{MPa}] = \frac{MMTA[kg] \times 9,81}{N_R \times A_P}$$

where:

N_R is the total number of track rollers directly transferring load onto the road surface (via the tracks and pads);

A_P is the outer surface area of each pad (i.e. in contact with the road), in mm^2 . It is defined by measuring the footprint of one pad perpendicular under the centre of a not extreme track roller, by lowering a laden vehicle onto a suitable piece of cardboard or other permanently deformable material and measuring the area of the depressions so caused.

For vehicles with a combination of wheeled axles and tracks, the load acting through the wheeled axles with the vehicle in the laden condition shall be measured using suitable weigh pads and subtracted from the overall maximum permissible mass to calculate P. Alternatively, the manufacturer's declared maximum combined load for the track undercarriages may be substituted for the maximum permissible vehicle mass.

12.2.3.1.2. Track belts: $P \leq 0,5$ MPa, calculated as follows:

$$P[\text{MPa}] = \frac{MMTA[kg] \times 9,81}{A_L}$$

where:

A_L is the total surface area of rubber lugs in contact with the road, between the centres of the extreme track rollers under which the track belt is contacting the ground. The supplier of the rubber belt shall provide the percentage of lug area versus the total surface of the belt (defined as the track length multiplied by the track width); alternatively, the total lug area in contact with the road can be measured by lowering a laden vehicle onto a suitable piece of cardboard or other permanently deformable material and measuring the total area of the depressions so caused.

For vehicles with a combination of wheeled axles and tracks, the load acting through the wheeled axles with the vehicle in the laden condition shall be measured using suitable weigh pads and subtracted from the overall maximum permissible mass to calculate P. Alternatively, the manufacturer's declared maximum combined load for the track undercarriages may be substituted for the maximum permissible vehicle mass.

12.2.3.1.3. In the case of vehicles with a maximum speed exceeding 40 km/h, the average ground contact pressure shall be $P \leq 0,2$ MPa.

12.2.3.2. The maximum load per track roller shall not exceed 2,250 kg, calculated by dividing the maximum permissible mass in kg (allowing for any mass acting on any wheeled axles in the same way as in paragraph 12.2.3.1.1. or 12.2.3.1.2.) by the total number of track rollers directly transferring load onto the road surface.

12.2.4. On the inside of track belts, there shall be elements to ensure that the track belt shall be guided over the rollers. On the outside, there shall be a track pattern appropriate for the specific intended use in the agricultural or forestry sector.

12.2.5. Torque can be transmitted by friction (directly) or by positive engagement of track rollers with track.

12.2.6. In vehicles in which track belts are driven by friction, the operator shall have a continuous indication of track tension during road travel, or there shall be a visual and/or audible signal that is activated when the minimum belt tension is reached.

13. Pollutant emissions

13.1. Purely electric tractors in categories T2, T3, C2 or C3 shall comply, as far as is practicable, with the requirements of Annex IV of Delegated Regulation (EU) No 3/2014. This condition shall also be deemed to be met on the basis of a self-declaration by the manufacturer that the general requirements laid down by Annex IV to Delegated Regulation (EU) No 3/2014.

13.2. The approval of tractors registered or licensed in Romania and in which their engine has been replaced shall be allowed only if at least the same level of pollutant emissions is maintained.

14. Bodywork

14.1. Projections of the outer surface of a tractor shall have radii of curvature greater than 2.5 mm. This prescription does not apply to parts of the outer surface with a protrusion of less than 5 mm, but the outward edges of such parts must nevertheless be bevelled, except for parts whose protrusion is less than 1.5 mm.

14.2. Tractors, except those fitted with seat seats and steering handlebars (ATV type vehicles not corresponding to approval category L), shall be equipped with approved roll-over protection structures as follows:

14.2.1. Tractors of categories T2, T3, T4.3 and C may have a cab, a frame (with 4 pillars) or a rolled 'U' frame mounted either in front or behind the driving position;

14.2.2. Tractors of categories T1 and T4.2 may have a cab or frame (with 4 pillars).

14.2.3. For tractors of category T1 manufactured before 1980 (including) and for tractors of category T2 manufactured before 1990 (included), which have not been manufactured with a roll-over protection structure and/or capable of mounting such a device, the conditions of paragraph 14.2. shall not apply.

14.3. Fuel tanks must be installed in such a way as to be protected from the consequences of an impact to the front or to the rear; near the fuel tank there shall be no protruding element, sharp edges, etc. The fuel supply pipework and the filler orifice must be installed outside the cab.

14.4. The tractor may be fitted with load platforms, which shall meet the following conditions:

14.4.1. The centre of gravity of the platform shall be situated between the axles. for vehicles with multiple load platforms, the centre of gravity of the vehicle with loaded platform(s) and without driver shall be situated between the front-most and the rearmost axle in all loading conditions. Any load shall be evenly distributed on the load platform(s).

14.4.2. The dimensions of the platform shall be as follows:

14.4.2.1. the length of the platform shall not exceed 1.4 times (2.5 times in the case of category T4.3 and 1.8 times in the case of category T2) the largest front or rear track of the tractor.

14.4.2.2. the width shall not exceed the maximum width of the unequipped tractor or 2.55 m, whichever is the lowest;

14.4.3. The platform shall be arranged symmetrically to the median longitudinal plane of the tractor.

14.4.4. The load surface shall not be more than 1.50 m above the ground.

14.4.5. The installation and type of platform shall be such that, with normal loading, the driver's field of vision remains sufficient and that the various regulatory lighting and light-signalling devices can continue to fulfil their function.

14.4.6. The loading platform may be removable; it shall be so attached to the tractor that any hazard of accidental detachment is removed.

14.5. In the case of tractors equipped with a 'power grip' (the end of the tractor's transmission shaft intended to transmit movement to a machine), it shall be protected by a protective shield(s) attached to the tractor so that the outlet is covered at least above and on both sides.

14.6. If the tractor is to be fitted with ballast masses in order to meet the other requirements required for approval, those ballast masses shall be supplied by the tractor manufacturer, be designed to be fitted and bear the manufacturer's mark and an indication of their mass expressed in kilograms to an accuracy of $\pm 5\%$. The front ballast masses that have been designed for frequent removal/fitting shall leave a safety clearance

of at least 25 mm for the grab handles. The method of locating the ballast masses must be such that any inadvertent separation is avoided (e.g. in the event of tractor rollover).

14.7. Vehicles of categories Ra, Rb and RLP shall be so manufactured and/or equipped as to provide effective underrun protection throughout their width in the event of a rear impact produced by a vehicle of categories M₁ and N₁.

14.7.1. Any vehicle of categories R1a, R1b, R2a or R2b and RLP (category R1 and R2) shall be deemed to fulfil the condition set out in paragraph 14.7 if:

a) it meets the conditions set out in subparagraph 14.7.2. or

b) the ground clearance of the rear part of the unladen vehicle does not exceed 55 cm over a width which is not shorter than that of the rear axle by more than 10 cm on either side (excluding any tyre bulging close to the ground).

14.7.2. Any vehicle in one of the categories R3a, R3b, RLP (category R3), R4a or R4b shall be deemed to satisfy the condition set out in paragraph 14.7 provided that:

a) the vehicle is equipped with a special rear protective structure, or

b) the vehicle is so designed and/or equipped at the rear that, by virtue of their shape and characteristics, its component parts can be regarded as replacing the rear protective structure.

14.7.3. A device for protection against underrunning from the rear generally consists of a cross-member and linking components connected to the chassis side-members or to whatever replaces them. The device shall be fitted as close to the rear of the vehicle as possible. When the vehicle is unladen, the lower edge of the device shall at no point be more than 55 cm above the ground. The width of the device shall at no point exceed the width of the rear axle measured at the outermost points of the wheels, excluding the bulging of the tyres close to the ground, nor shall it be more than 10 cm shorter on either side. Where there is more than one rear axle, the width to be considered is that of the widest. The width of the device shall at no point exceed 2.55 m. The section height of the cross-member shall be not less than 10 cm. The lateral extremities of the cross-member shall not bend to the rear or have a sharp outer edge; this condition is fulfilled when the lateral extremities of the cross-member are rounded on the outside and have a radius of curvature of not less than 2.5 mm.

14.7.4. Vehicles where any rear protective structure is incompatible with their rear fitted operational devices, shall be exempted from the requirement. Otherwise, the vehicle shall be fitted with a rear protective structure at its rear part that does not obstruct the function of those operational devices. Also, vehicles of the following categories need not comply with the requirements of paragraph 14.7. as regards rear underrun protection devices:

a) 'slung' trailers and other similar trailers for the transport of logs or other very long items;

b) vehicles for which rear underrun protection is incompatible with their use.

14.8. Every vehicle of categories R3b and R4b shall be so manufactured as to offer, when a complete entity, effective protection to unprotected road users (pedestrians, cyclists, motorcyclists) against the risk of falling under the sides of the vehicle and being caught under the wheels. This requirement shall not apply to:

a) trailers specially designed and manufactured for the transport of very long loads of indivisible length, such as wood;

b) vehicles designed and manufactured for special purposes where it is not possible, for practical reasons, to fit such lateral protection.

14.8.1. A vehicle satisfies the requirement set out in paragraph 14.8 if its side parts provide protection conforming to the provisions of paragraph 14.8.2.

14.8.2. Lateral protection provided by a specific device (side guard):

14.8.2.1. The width of the vehicle with the device shall not exceed the maximum overall width of the vehicle, or 2.55 m, whichever is the narrower. The main part of its outer surface shall not be more than 120 mm inboard from the outermost plane (maximum width) of the vehicle. Its forward end may be turned inwards on some vehicles. Its rearward end shall not be more than 30 mm inboard from the outermost edge of the rear tyres (excluding any bulging of the tyres close to the ground) over at least the rearmost 250 mm.

14.8.2.2. The outer surface of the device shall be smooth, substantially flat or horizontally corrugated and so far as possible continuous from front to rear; adjacent parts may however overlap, provided that the overlapping edge faces rearwards or downwards, or a gap of not more than 25 mm measured longitudinally

may be left, provided that the rearward part does not protrude outboard of the forward part; domed heads of bolts or rivets may protrude beyond the surface to a distance not exceeding 10 mm and other parts may protrude to the same extent provided that they are smooth and similarly rounded; all external edges and corners shall be rounded with a radius not less than 2.5 mm.

14.8.2.3. The device may consist of a continuous flat surface, or of one or more horizontal rails, or a combination of surface and rails; when rails are used, they shall be not more than 300 mm apart and not less than:

a) 50 mm high in the case of category R3b vehicles; respectively

b) 100 mm high and essentially flat in the case of R4b vehicle. Combinations of surfaces and rails shall form a continuous side guard.

14.8.2.4. The lower edge of the side guard shall at no point be more than 550 mm above the ground.

14.8.2.5. The side guard may not be used for the attachment of brake, air or hydraulic pipes.

14.8.2.6. On a vehicle fitted with extendible legs to provide additional stability during loading, unloading or other operations for which the vehicle is designed, the side guard may be arranged with additional gaps where these are necessary to permit extension of the legs.

14.8.2.7. If the sides of the vehicle are so designed and/or equipped that by their shape and characteristics their component parts together meet the requirements of paragraph 14.8.2, they may be regarded as replacing the side guards.

14.9. Tb and Rb category vehicles shall be equipped with wheel guards (parts of the bodywork, mudguards, etc.). Parts of the bodywork may form parts of the guards if they provide the same level of protection against thrown-up stones, mud, ice, snow and water.

15. Coupling devices

15.1 Tractors may be fitted with one or more types of non-automatic or automatic mechanical coupling devices to which it is not possible to uncouple accidentally.

15.2. In automatic coupling devices, the locked position shall be secured by two insurance elements independent of each other.

15.3. The maximum permissible static vertical load on the coupling device may not exceed 3,000 kg, except for ball coupling, where the maximum value shall not exceed 4,000 kg.

15.5 Mechanical coupling devices shall be approved in accordance with Directive 89/173/EEC, Directive 2009/144/EC, Delegated Regulation (EU) 2015/208, UN Regulation No 55 or UN Regulation No 147.

15.6. By way of derogation from subparagraph 15.5, vehicles may also be equipped with coupling devices which are marked with the manufacturer's mark of manufacture or the national standard according to which they have been approved.

15.7. Slow trailers for passenger transport which are used in assembly of at least two trailers shall be equipped at the rear with fork-head couplings approved in accordance with paragraph 15.5.

15.8. Slow trailers for passenger transport can only be articulated drawbar trailers.

15.9. The coupling devices shall be properly fitted and their locking and latch systems shall work correctly.

Technical conditions for the national individual approval of new L-category vehicles

Number	Reference scope Regulatory act	Categories concerned	Application	Alternative requirements and method of complying
A. ENVIRONMENTAL AND PROPULSION PERFORMANCE REQUIREMENTS				
1	Exhaust emissions Delegated Regulation (EU) No 134/2014	L1-L7	A	1) Type 1 test shall be carried out – tailpipe emissions after cold start in accordance with Annex II to Delegated Regulation (EU) No 134/2014. The limits applied shall be those specified in Annex VI to Regulation (EU) No 168/2013 and the dates of application shall be as set out in Annex IV to that Regulation. 2) The type V durability of pollution-control devices test referred to in Part A of Annex V to Regulation (EU) No 168/2013, shall be conducted in accordance with Annex VI to Regulation (EU) No 168/2013. Alternatively, the durability of pollution control devices may be demonstrated by the mathematical method described in Article 23(3)(c) of Regulation (EU) No 168/2013. The test shall be carried out only to extend the results to similar vehicles.
2	Maximum vehicle speed, maximum torque, maximum rated or net engine power Delegated Regulation (EU) No 134/2014	L1-L7	D	Manufacturer's declaration of maximum vehicle speed, maximum torque required maximum continuous rated power for electric vehicles and continuous net power for vehicles powered by an internal combustion engine is required.
3	Sound level Delegated Regulation (EU) No 134/2014	L1-L7	A	The checks referred to in Part A of Annex V to Regulation (EU) No 168/2013 shall be carried out, taking into account the limits set out in Annex VI(D) to that Regulation, and the test procedures set out in Annex IX to Delegated Regulation (EU) No 134/2014 shall be applied.
B. REQUIREMENTS FOR THE FUNCTIONAL SAFETY OF THE VEHICLE				
1	Acoustic warning devices Delegated Regulation (EU) No 3/2014	L1e-B, L2e, L3e, L4e, L5e-A, L5e-B, L6eA, L6e-B, L7e-A1, L7e-A2, L7e-B1, L7e-B2, L7e-C	A	The device shall comply with the requirements of paragraph 6.1.1 of UN Regulation No 28.
2	Braking of vehicles Delegated Regulation (EU) No 3/2014	L1-L7	A	General provisions The characteristics of the braking system shall be as specified in paragraph 5.1 of UN Regulation No 78. Tests: Vehicles shall be tested in Annex 3 to UN Regulation No 78.
3	Electrical safety Delegated Regulation (EU) No 3/2014	L1-L7	A	1) An electricity consumption measurement test shall be performed in accordance with Delegated Regulation (EU) No 134/2014, Annex VII, Appendix 2. 2) An electric range measurement test shall be performed in accordance with Delegated Regulation (EU) No 134/2014, Annex VII, Appendix 3.3. 3) Vehicles shall be subject to checks in accordance with Delegated Regulation (EU) No 3/2014, Annex IV, with the exception of paragraph 4.4.
4	Endurance of functional safety-critical systems, parts and equipment Delegated Regulation (EU) No 3/2014	L1-L7	D	The manufacturer's declaration regarding endurance testing of functional safety systems, parts and equipment referred to in paragraph 4 of Part B of Annex II to Regulation (EU) No 168/2013 shall comply with the requirements set out in Annex V to Delegated Regulation (EU) No 3/2014.
5	Front and rear	DM: L2e,	A	Vehicles shall comply with the requirements of Annex VI to

	protective structures Delegated Regulation (EU) No 3/2014	L5e-A, L5e-B, L6e-A, L6e-B, L7e-A1, L7e-A2, L7e-B1, L7e-B2, L7e-C		Delegated Regulation (EU) No 3/2014.
6	Glazing, windscreen wipers and washers, and defrosting and demisting systems Delegated Regulation (EU) No 3/2014	L5e-B, L6e-B, L7e-C DM: L1e-B, L2e, L3e, L4e, L5e-A, L6e-A, L7e-A1, L7e-A2, L7e-B1, L7e-B2	B ⁽²⁾	<i>Components</i> a) The glazing shall be made either of tempered or laminated safety glass; b) Glazing shall not be required to be approved under UN Regulation No 43. <i>Installation</i> a) Vehicles shall comply with the requirements of Annex VII to Delegated Regulation (EU) No 3/2014 as regards glazing; b) Vehicles equipped with a safety-glass windscreen shall be fitted with appropriate windscreen washing and wipers; c) A windscreen washing and wiping device that complies as a minimum with the conditions set out in paragraph 1 of Part 2 of Annex VII to Delegated Regulation (EU) No 3/2014, without the tests in paragraph 2 being required; d) all vehicles fitted with a windscreen made from safety glazing, except vehicles of categories L2e and L6e as well as any vehicles not fitted with side doors capable of covering the door aperture by at least 75%, either as standard or optional equipment, shall be equipped with a system for removing frost and ice from the exterior glazed surface of the windscreen and removing mist from the interior glazed surface of the windscreen. The windscreen defrosting and demisting system shall be effective enough to ensure adequate visibility through the windscreen in cold weather.
7	Driver-operated controls including identification of controls, tell-tales and indicators Delegated Regulation (EU) No 3/2014	L1e-B, L2e, L3e, L4e, L5e-A, L5e-B, L6e-A, L6e-B, L7e-A1, L7e-A2, L7e-B1, L7e-B2, L7e-C	A	Vehicles shall comply with the requirements of Annex VIII to Delegated Regulation (EU) No 3/2014.
8	Installation of lighting and light signalling devices, including automatic switching of lighting Delegated Regulation (EU) No 3/2014	L1-L7	A	1) Vehicles shall be subject to checks in accordance with Delegated Regulation (EU) No 3/2014, Annex IX. 2) The requirement for lighting and light-signalling devices to bear the EU/UN approval marking is not mandatory.
9	Rearward visibility Delegated Regulation (EU) No 3/2014	L1e-B, L2e, L3e, L4e, L5e-A, L5e-B, L6e-A, L6e-B, L7e-A1, L7e-A2, L7e-B1, L7e-B2, L7e-C	A	Vehicles shall be subject to checks in accordance with Delegated Regulation (EU) No 3/2014, Annex X.
10	Rollover protective structure Delegated Regulation (EU) No 3/2014	L7e-B2	D	A manufacturer's declaration on compliance with the relevant requirements of Delegated Regulation (EU) No 3/2014, Annex XI is required.
11	Safety-belt anchorages	L5e-B, L7e-	A	Vehicles shall be subject to checks in accordance with Delegated

	and safety-belts Delegated Regulation (EU) No 3/2014	A2, L7e-B2, L7e-C DM: L2e, L6e-A, L6e-B, L7e-A1		Regulation (EU) No 3/2014, Annex XII, Part 1 and paragraph 1 of Part 2.
12	Seating positions (saddles and seats) Delegated Regulation (EU) No 3/2014	L1-L7	A	Vehicles shall be subject to checks in accordance with Delegated Regulation (EU) No 3/2014, Annex XIII, except for paragraphs 1.8 and 2.
13	Steer-ability, cornering properties and turn-ability Delegated Regulation (EU) 3/2014	L1-L7	A	Vehicles shall be subject to checks in accordance with Delegated Regulation (EU) No 3/2014, Annex XIV.
14	Installation of tyres Delegated Regulation (EU) No 3/2014	L1-L7	A	Vehicles shall be subject to checks in accordance with Delegated Regulation (EU) No 3/2014, Annex XV.
15	Maximum vehicle speed limitation plate and its location on the vehicle Delegated Regulation (EU) No 3/2014	L7e-B1, L7e-B2 DM: L2e, L5e-B, L6e-A, L6e-B, L7e-A1, L7e-A2, L7e-C	A	Vehicles shall be subject to checks in accordance with Delegated Regulation (EU) No 3/2014, Annex XVI.
16	Vehicle occupant protection, including interior fittings, head restraint and vehicle doors Delegated Regulation (EU) No 3/2014	DM: L2e, L5e-A, L5e-B, L6e-A, L6e-B, L7e-A2, L7e-B2, L7e-C	A	Vehicles shall be subject to checks in accordance with Delegated Regulation (EU) No 3/2014, Annex XVII.
17	Maximum continuous rated or net power and/or vehicle speed limitation by design Delegated Regulation (EU) No 3/2014	L1e-A, L1e-B, L2e, L6e-A, L6e-B, L7e-A1, L7e-A2, L7e-B1, L7e-B2, L7e-C DM: Ar4m, Ar4Nm	A	Vehicles shall be subject to checks in accordance with Delegated Regulation (EU) No 3/2014, Annex XVIII.
18	Integrity of the vehicle structure Delegated Regulation (EU) 3/2014	L1-L7	D	Vehicles shall be so designed and manufactured as to be sufficiently robust to withstand their intended use over their normal lifetime, taking into account regular and scheduled maintenance and specific equipment adjustments clearly and unambiguously set out in the instruction manual provided with the vehicle. The vehicle manufacturer shall provide a signed declaration to that effect.
C1. VEHICLE CONSTRUCTION REQUIREMENTS				
1	Anti-tampering measures Delegated Regulation (EU) No 44/2014	L1-L7	NA	
2	Arrangements for type-approval procedures Delegated Regulation	L1-L7	NA	

	(EU) No 44/2014			
3	Conformity of production requirements Delegated Regulation (EU) No 44/2014	L1-L7	NA	
4	Coupling devices and attachments Delegated Regulation (EU) No 44/2014	DM: L1-L7	A	Vehicles shall be subject to checks in accordance with Delegated Regulation (EU) No 44/2014, Annex V, except for paragraph 5.
5	Devices to prevent unauthorised use Delegated Regulation (EU) No 44/2014	L1-L7	NA	
6	Electromagnetic compatibility. Delegated Regulation (EU) No 44/2014	L1-L7	X ^{(1), (3)} D ⁽²⁾	<i>Components</i> a) No type-approval of electrical/electronic assemblies with which a vehicle is originally equipped for the purpose of carrying out its basic function – driving on public roads (e.g.: spark plugs, cables, management computers, etc.); b) Electrical/electronic assemblies subsequently fitted shall comply with the provisions of UN Regulation No 10 and shall be marked accordingly. <i>Electromagnetic radiation emissions</i> The applicant shall provide a declaration from the manufacturer that the vehicle complies with UN Regulation No 10 or the following alternative standards: - broadband electromagnetic radiation: CISPR 12 or SAE J551-2; - narrow-band electromagnetic radiation: CISPR 12 (off-board) or 25 (in-board) or SAE J551-4 and SAE J1113-41.
7	External projections Delegated Regulation (EU) No 44/2014	L1-L7	A	Vehicles shall be subject to checks in accordance with Delegated Regulation (EU) No 44/2014, Annex VIII.
8	Fuel tank Delegated Regulation (EU) No 44/2014	DM: L1-L7	A	Vehicles shall be subject to checks in accordance with Delegated Regulation (EU) No 44/2014, Annex IX, point 1, except for paragraphs 2.6, 1.2.9 and 1.2.10.
9	Load platforms Delegated Regulation (EU) No 44/2014	L5e-B DM: L2e, L6e-B, L7e-B1, L7e-B2, L7e-C	A	Vehicles shall be subject to checks in accordance with Delegated Regulation (EU) No 44/2014, Annex X.
10	Masses and dimensions Delegated Regulation (EU) No 44/2014	L1-L7	A	Vehicles shall be subject to checks in accordance with Delegated Regulation (EU) No 44/2014, Annex XI.
11	On-board diagnostics (OBD) Delegated Regulation (EU) No 44/2014	L3e, L4e, L5e-A, L5e-B, L7e-A1, L7e-A2, L7e-B1, L7e-B2, L7e-C	B	<i>OBD system:</i> a) The vehicle shall be fitted with an OBD system; b) OBD-interface must be able to communicate with common diagnostic tools used for periodic technical inspections.
12	Passenger handholds and footrests Delegated Regulation (EU) No 44/2014	L1e-B, L6e-A DM: L2e, L3e, L4e, L5e-A, L5e-B, L7e-A1, L7e-A2,	A	Vehicles shall be subject to checks in accordance with Delegated Regulation (EU) No 44/2014, Annex XIII.

		L7e-B1, L7e-B2		
13	Registration/licensing plate space Delegated Regulation (EU) No 44/2014	L1-L7	A	Vehicles shall be subject to checks in accordance with Delegated Regulation (EU) No 44/2014, Annex XIV.
14	Repair and maintenance information Delegated Regulation (EU) 44/2014	L1-L7	NA	
15	Stands Delegated Regulation (EU) No 44/2014	L1e-A, L1e- B, L3e	A	Vehicles shall be subject to checks in accordance with Delegated Regulation (EU) No 44/2014, Annex XVI, paragraphs 1 and 2.
C2. REQUIREMENTS OF TECHNICAL SERVICES				
16	Performance standards and assessment of technical services Delegated Regulation (EU) 44/2014	L1-L7	NA	

Explanatory notes:

(1) Subassembly or component.

(2) Vehicle or installation.

(3) Only for parts fitted after manufacture.

X: full compliance with the regulatory act is required; the EC or UN type-approval certificate shall be issued; conformity of production shall be ensured.

NA: not applicable.

A: The approval certificate and the approval mark are not required. Test reports shall be drawn up by a notified technical service.

B: The technical requirements of the regulatory act must be complied with. The tests provided for in the regulatory act must be carried out in full; they may be carried out by the manufacturer himself, who shall then issue the test report, subject to the agreement of the approval authority.

D: A declaration of conformity submitted by the manufacturer shall be sufficient. No test report is required.

IF – if fitted.

Level 'X' covers levels 'A', 'B' and 'D', level 'A' covers levels 'B' and 'D'; level 'B' covers level 'D'.

Technical conditions for the national individual approval of used L-category vehicles

1. Identifiers

1.1. The identification number shall be punched (if applicable, inscribed), generally on a non-removable component of the main structural element of the vehicle, in the form and using the characters prescribed by the manufacturer or a competent authority of the state of origin.

1.2. The manufacturer's plate shall be marked at least with the vehicle identification number.

1.3. For the identification number, Latin letters and Arabic numerals must be used. The use of letters I, O and Q or hyphens, asterisks and other special signs shall not be permitted in the composition of the identification number.

1.4. Where letters I, O, Q, hyphens, asterisks or other special signs are included in the identification number, the RAR shall assign and punch a new identification number complying with the requirement of paragraph 1.3.

2. Masses

2.1. Technically permissible maximum mass shall be that declared by the manufacturer and/or specified in the approval documents.

2.1.1. Unladen mass and mass in running order shall be determined by weighing.

2.2. For vehicles registered for the first time (manufactured if the date of first registration is not available) until 31.12.2015 the maximum unladen mass shall be:

a) for three-wheeled vehicles: 270 kg for 3-wheel mopeds (category L2e); 1,000 kg for tricycles (category L5e) (masses of electric vehicle propulsion batteries are not counted);

b) for quadricycles: 350 kg for light quadricycles (category L6e); 400 kg for quadricycles other than light (category L7e) intended for the transport of passengers and 550 kg for quadricycles other than light quadricycles (category L7e) intended for the transport of goods (battery masses for electric vehicle propulsion are not counted).

2.2.1. For vehicles of categories L6e and L7e intended for the carriage of goods and designed to be equipped with exchangeable superstructures, the total mass of these superstructures shall not be taken into account in the calculation of the unladen mass and shall be considered to be part of the payload. A superstructure is considered interchangeable if it can be easily dismantled from the chassis-cab without the use of tools.

2.2.2. Unladen mass means the mass of the vehicle prepared for normal use and equipped as follows:

a) additional equipment required solely for the normal use under consideration;

b) complete electrical equipment, including lighting and light-signalling devices fitted by the manufacturer;

c) the instruments and devices provided by the manufacturer;

d) the appropriate amounts of liquids in order to ensure the proper operation of all parts of the vehicle (except fuel or fuel/oil mixture).

2.3. For vehicles registered for the first time (manufactured if the date of first registration is not available) after 1/1/2016 the maximum mass in running order is:

a) for vehicles of category L2e: 270 kg;

b) for vehicles of subcategory L3e-AxE: 140 kg (including mass of the propulsion battery in case of electric or hybrid electric propulsion);

c) for vehicles of subcategory L3e-AxT: 100 kg;

d) for vehicles of category L5e: 1,000 kg;

e) for vehicles of category L6e: 425 kg;

f) for vehicles of category L7e – 450 kg for transport of passengers; 600 kg for transport of goods.

2.3.1. Mass in running order means the mass of the unladen vehicle prepared for normal use and includes the mass of:

a) liquids;

b) standard equipment in accordance with the manufacturer's specifications;

c) the fuel in the fuel tank(s), which shall be filled to at least 90% of its capacity.

2.3.2. The mass in running order shall exclude the mass of:

a) the driver (75 kg) and passenger (65 kg);

b) the machines or equipment installed on the load platform area;

c) in the case of a hybrid or pure electric vehicle, the propulsion batteries;

d) in the case of mono-fuel, bi-fuel or multi-fuel vehicles, a gaseous fuel system as well as storage tanks for gaseous fuel; and

e) in the case of pre-compressed air propulsion, storage tanks to store compressed air.

2.4. For vehicles registered for the first time (manufactured if the date of first registration is not available) until 12/31/2015 the maximum payload declared by the manufacturer shall be:

a) for three-wheel mopeds (category L2e): 300 kg;

b) for light quadricycles (category L6e): 200 kg;

c) for tricycles (category L5e) – intended for the carriage of goods: 1,500 kg; intended for transport of passengers: 300 kg;

d) for other quadricycles than light quadricycles (category L7e) – intended for the carriage of goods: 1,000 kg; intended for transport of passengers: 200 kg.

2.5. For vehicles registered for the first time (manufactured if the date of first registration is not available) after 1/1/2016 the maximum pay mass declared by the manufacturer shall be:

a) for vehicles of the category L1e-A, L1e-B, L2e-P, L6e-A or L6e-BP: 250 kg;

b) for vehicles of category L2e-U or L6e-BU: 300 kg;

c) for vehicles of category L3e, L4e, L5e-A, L7e-A, L7e-B or L7e-CP: maximum pay-mass declared by the manufacturer, but in no case more than the mass in running order limit of the (sub)category;

d) for vehicles of category L5e-B or L7e-CU: maximum pay-mass declared by the manufacturer, but in no case more than 1,000 kg

2.6. The maximum towable mass of L-category vehicles shall not exceed 50% of the unladen mass of the vehicle.

3. Dimensions

3.1. The dimensions of the vehicle shall be those declared by the vehicle manufacturer and/or set out in the approval document.

3.2. The maximum dimensions are:

3.2.1. for vehicles manufactured until 12/31/2015:

a) length: 4.00 m;

b) width: 1.00 m for two-wheel mopeds (category L1e) or 2.00 m for the rest of the vehicles;

c) height: 2.50 m

3.2.2. for vehicles registered for the first time (manufactured if the date of first registration is not available) after 1/1/2016:

a) length: 3.00 m for vehicles of category L6e-B; 3.70 m for vehicles of category L7e-C; 4.00 m for the rest of the vehicles;

b) width: 1.00 m for vehicles of category L1e; 1.50 m for vehicles of category L6e-B or L7e-C; 2.00 m for the rest of the vehicles;

c) height: 2.50 m;

4. Braking system

4.1. Two-wheel vehicles:

4.1.1. They shall be equipped with two service braking devices with independent controls and transmissions, one operating at least on the front wheel, the other operating at least on the rear wheel.

4.1.2. The two service braking devices may have a common brake in so far as one failure of one does not affect the efficiency of the other.

4.1.3. Parking brakes are not mandatory.

4.2. The motorcycle with sidecar shall be equipped with the braking devices which are also required if there were no side-cars; if they enable the required efficiency to be achieved during the tests of the vehicle with a sidecar, no brake on the wheel of the side-car shall be required; parking brakes are not mandatory.

4.3. The three-wheel moped shall be equipped:

4.3.1. either with two independent service braking devices, which together act simultaneously on the brakes of all wheels;

4.3.2. either with a service braking system acting alone on the brakes of all wheels and with an auxiliary braking device, which may be the parking brake.

4.3.3. Any three-wheel moped shall also be equipped with a parking braking device acting at least on the wheel(s) of an axle. The parking braking device, which may be one of those referred to in paragraph 4.3.1, shall be independent of the device acting on the other axle.

4.4. The three- or four-wheel vehicle shall be equipped with:

4.4.1. A service braking device, controlled by the foot, acting on the brakes of all wheels and with an auxiliary braking device, which may be a parking brake;

4.4.2. A parking braking device acting at least on the wheels of one axle. The control of the parking braking device shall be independent of the service brake control.

5. Lighting and light-signalling installation conditions

The lighting and light-signalling installation shall comply with the following requirements:

Type of lights	Conditions	Category L1e	Categories L2e and L6e	Category L3e	Category L4e	Categories L5e and L7e
1. Driving-beam (main-beam) headlamp	1. Presence	Optional	Optional	Mandatory	Mandatory	Mandatory
	2. Number	One or two	One or two	One or two	One or two	One or two
	3. Colour	White	White	White	White	White
	4. Optical tell-tale	Optional	Optional	Optional	Mandatory	Mandatory
2. Passing beam headlamps	1. Presence	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory
	2. Number	One or two	One or two	One or two	One or two	One or two
	3. Colour	White	White	White	White	White
	4. Optical tell-tale	Optional	Optional	Optional	Optional	Optional
3. Direction-indicator lamps	1. Presence	Optional	Mandatory – closed bodywork; Optional – open bodywork	Mandatory	Mandatory	Mandatory
	2. Number	Two on each side	Two on each side	Two on each side	Two on each side	Two on each side
	3. Colour	Yellow or red	Yellow or red	Yellow or red	Yellow or red	Yellow or red
	4. Optical tell-tale	Optional	Optional	Mandatory	Mandatory	Mandatory
4. Stop lamps	1. Presence	Mandatory Optional for L1e-A	Mandatory	Mandatory	Mandatory	Mandatory
	2. Number	One or two	One or two	One or two	Two or three (one per sidecar)	One or two (if width > 1,300 mm, two mandatory)
	3. Colour	Red	Red	Red	Red	Red
	4. Optical tell-tale	Forbidden	Forbidden	Forbidden	Forbidden	Forbidden
5. Rear registration/licensing plate lamps	1. Presence	Optional	Optional Mandatory for vehicles manufactured from 2016 onwards	Mandatory	Mandatory	Mandatory
	2. Number	One or more optical elements	One or more optical elements	One or more optical elements	One or more optical elements	One or more optical elements
	3. Colour	White	White	White	White	White
	4. Optical tell-	Optional	Optional	Optional	Optional	Optional

	tale					
6. Front position lamps	1. Presence	Optional	Mandatory	Mandatory	Mandatory	Mandatory
	2. Number	One or two	One or two	One or two	Two or three (one per sidecar)	One or two (if width > 1,300 mm, two mandatory)
	3. Colour	White or yellow	White or yellow	White or yellow	White or yellow	White or yellow
	4. Optical tell-tale	Optional	Optional	Mandatory	Mandatory	Mandatory
7. Rear position lamps	1. Presence	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory
	2. Number	One or two	One or two	One or two	Two or three (one per sidecar)	One or two (if width > 1,300 mm, two mandatory)
	3. Colour	Red	Red	Red	Red	Red
	4. Optical tell-tale	Optional	Optional	Optional	Optional	Optional
8. Non-triangular rear retro-reflectors	1. Presence	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory
	2. Number	One	One	One or two	Two or three (one per sidecar)	One or two (if width > 1,000 mm, two mandatory)
	3. Colour	Red	Red	Red	Red	Red
9. Hazard warning device	1. Presence	Optional	Optional	Optional	Optional	Optional
	2. Number	Two on each side	Two on each side	Two on each side	Two on each side	Two on each side
	3. Colour	Yellow or red	Yellow or red	Yellow or red	Yellow or red	Yellow or red
	4. Optical tell-tale	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory
10. Front fog lamps	1. Presence	Forbidden	Optional	Optional	Optional	Optional
	2. Number		One or two	One or two	One or two	One or two
	3. Colour		White or yellow	White or yellow	White or yellow	White or yellow
	4. Optical tell-tale		Optional	Optional	Optional	Optional
11. Rear fog lamps	1. Presence	Forbidden	Optional	Optional	Optional	Optional
	2. Number		One or two	One or two	One or two	One or two
	3. Colour		Red	Red	Red	Red
	4. Optical tell-tale		Mandatory	Mandatory	Mandatory	Mandatory
12. Non-triangular side retro-reflectors	1. Presence	Mandatory	Optional	Optional	Optional	Optional
	2. Number	One	One or two on each side	One or two on each side	One or two on each side	One or two on each side
	3. Colour	Yellow for front, yellow or red for rear Only for L1e-A the brown colour is accepted	Yellow for front, yellow or red for rear	Yellow for front, yellow or red for rear	Yellow for front, yellow or red for rear	Yellow for front, yellow or red for rear
13. Non-triangular front retro-reflectors	1. Presence	Optional	Forbidden	Forbidden	Forbidden	Forbidden
	2. Number	One				
	3. Colour	White				
14. Pedal retro-reflectors	1. Presence	Mandatory for pedal vehicles	Forbidden	Forbidden	Forbidden	Forbidden
	2. Number	Two on each pedal				

	3. Colour	Yellow. Only for L1e-A the brown colour is accepted				
15. Reversing lamps	1. Presence	Forbidden	Optional	Forbidden	Forbidden	Optional
	2. Number		One or two			One or two
	3. Colour		White			White
	4. Optical tell-tale		Optional			Optional
16. Daytime running lamps	1. Presence	Optional	Optional	Optional	Optional	Optional
	2. Number	One or two	One or two	One or two	Two or three (one per sidecar)	One or two
	3. Colour	White	White	White	White	White
	4. Optical tell-tale	Optional	Optional	Optional	Optional	Optional
17. Emergency stop signal	1. Presence	Forbidden	Forbidden	Optional	Optional	Forbidden
	2. Number			Similar to point 3 or 4	Similar to point 3 or 4	
	3. Colour			Amber or red	Amber or red	
	4. Optical tell-tale			Optional	Optional	
18. Exterior courtesy lamp	1. Presence	Forbidden	Forbidden	Optional	Optional	Forbidden
	2. Number			One or two; other lamps for illuminating the footrest are also allowed. Each footrest illuminated by not more than one lamp.	One or two; other lamps for illuminating the footrest are also allowed. Each footrest illuminated by not more than one lamp.	
	3. Colour			White	White	
	4. Optical tell-tale					
19. Side-marking lamp	1. Presence	Forbidden	Optional	Forbidden	Forbidden	Optional
	2. Number		One or two on each side			One or two on each side
	3. Colour		Amber (front) Amber or red (rear)			Amber (front) Amber or red (rear)
	4. Optical tell-tale		Optional			Optional

6. Acoustic warning device

6.1. The acoustic warning device shall emit a uniform and constant sound; its acoustic spectrum shall not change significantly during operation.

6.2. The requirements do not apply to vehicles of subcategory L1e-A.

7. Engine and environmental protection

7.1. Vehicles equipped with LPG supply installation shall comply with the provisions of Annex 3, paragraph 8.11. applicable to category M₁.

7.2. Vehicles equipped with CNG or LNG refuelling installation shall comply with the provisions of Annex 3, paragraph 8.12. applicable to category M₁.

7.3. Vehicles equipped with an electric propulsion system shall comply with the technical conditions set out in Annex IV to Delegated Regulation (EU) No 3/2014. This condition shall also be deemed to be met on the basis of a self-declaration by the manufacturer that the general requirements laid down by Annex IV to Delegated Regulation (EU) No 3/2014.

7.4. The approval of vehicles registered/licensed in Romania and in which their engine has been replaced shall be allowed only if at least the same level of pollutant emissions is maintained.

8. Bodywork

8.1. Two-wheeled vehicles shall be provided with at least one support to ensure their stationary

stability when they are not maintained in a static position by a person or by external means. Vehicles with twin wheels shall not be equipped with support.

8.2. The support shall be a side support or a centre support. It also supports simultaneous mounting of both types of support.

8.3. When the support is articulated at or below the lower part of the vehicle, the outer end of the support shall move towards the rear of the vehicle to be fixed in the closed or running position.

8.4. Vehicles registered for the first time (manufactured if the date of first registration is not available) after 1/1/2016 shall meet the general requirements applicable to external projections set out in Annex VIII to Delegated Regulation (EU) No 44/2014.

8.5. Vehicles shall be equipped with at least one seat or saddle.

8.5.1. All seating positions are forward-facing.

8.5.2. Vehicles without bodywork may have saddles and vehicles of categories L2e, L5e, L6e and L7e which are fitted with bodywork shall have seats and all seats shall have backrests.

8.5.3. Spaces resembling seating positions, but not designated as such, shall not be permitted.

8.5.4. The height of the R-point of the seating position of the driver or rider shall be ≥ 540 mm in the case of vehicles of categories L1e, L3e and L4e and ≥ 400 mm in the case of vehicles of categories L2e, L5e, L6e and L7e, as measured from the ground surface. If the vehicle is equipped with systems which can change the vehicle's riding height, this shall be set in the normal running condition as specified by the vehicle manufacturer.

8.6. Vehicles of categories L2e, L5e, L6e and L7e with a mass in running order > 270 kg shall be fitted with safety belt anchorages and safety belts on seats (i.e. not required in case of saddles). Vehicles of categories L7e-A2, L7e-B2 and L7e-C shall be fitted with three-point or harness-type safety belts on all seating positions, regardless of the vehicle mass in running order.

8.6.1. The driver's seating position (including where this is central) shall in this case always be fitted with a three-point or harness-type safety belt. For other seating positions, as regards the fitting of safety belts, the requirements laid down for vehicles of category N₁ shall apply.

8.7. For vehicles designed to carry one or more passengers but not equipped with safety belts for those passengers, the seating positions in question shall be fitted with a passenger handhold system consisting of either a strap or one or two hand-grip bars. They shall be fitted close to the relevant seating position in such a way that they can be easily used by the passenger.

8.8. All seating positions of the vehicle shall be fitted either with designated footrests or a floor or floor boards on which both of the rider's, driver's or passenger's feet can rest.

8.8.1. The space provided by each designated footrest, including the space on the floor or floor board, shall be sufficient for a foot at least 300 mm long and at least 110 mm wide to be placed safely without hampering the vehicle operator's feet. Footrests shall be located so that no direct contact between the foot/leg and rotating parts (e.g. tyres) of the vehicle is possible when in use.

8.9. Vehicles of subcategory L7e-B2, first registered (manufactured if the date of first registration is not available) after 1/1/2016, shall be equipped with a roll-over protection structure and designed and constructed so as to fulfil the essential purpose set out in Annex XI to Delegated Regulation (EU) No 3/2014.

9. Visibility

9.1. Vehicles shall be equipped with a minimum number of rear-view mirrors according to the table.

Vehicle category	Number of rear-view mirrors
L1e-B	1
All other categories (except L1e-A)	2

9.2. Bodied vehicles shall also be fitted with an internal rear-view mirror. If the bodywork does not allow such a mirror to be fitted or visibility to the rear is not ensured, the fitting shall include two side mirrors on the left and right.

9.3. The glazing of bodied vehicles shall provide a normal light transmission factor of at least 70% for glazing in the vehicle's main field of vision.

9.3.1. It shall not be permitted to reduce the transparency of glazing in the main field of vision of the vehicle in such a way that the requirements of the first paragraph are no longer complied with.

9.4. Elements or processes to reduce the transparency of glazing must be certified in accordance with

the legislation in force.

10. Running system

10.1. The tyre fitting shall be consistent with the vehicle manufacturer's instructions.

10.2. Tyres used on vehicles shall be approved in accordance with Directive 97/24/EC, UN Regulation No 30, UN Regulation No 54, UN Regulation No 64 or UN Regulation No 75, as applicable.

11. Location of vehicle registration/licensing plates

11.1. The vehicles shall be so manufactured that there is the space required for mounting a rear registration/licensing plate. This place shall also be fitted with at least one registration/licensing plate illumination device.

11.2. The dimensions of the space for mounting the rear registration/licensing plate of two or three-wheel vehicles shall be as follows:

11.2.1. Lightweight mopeds and quadricycles without bodywork:

a) width: 100 mm and height: 175 mm, or

b) width: 145 mm and height: 125 mm;

11.2.2. Motorcycles, tricycles up to a maximum power of 15 kW and quadricycles, other than light quadricycles, without a body: width: 280 mm and height: 210 mm;

11.2.3. Tricycles with a maximum power exceeding 15 kW, light quadricycles fitted with a body and quadricycles other than light quadricycles fitted with a body:

a) width: 520 mm and height: 120 mm, or

b) width: 340 mm and height: 240 mm;

11.3. Location of the space for mounting a rear registration/licensing plate:

11.3.1. the space for mounting a registration/licensing plate at the rear of the vehicle shall be such that the plate can be positioned entirely within the two parallel longitudinal vertical planes passing through the outer extremities of the vehicle, not taking into account any rear-view mirrors. The space itself shall not form the widest point of the vehicle;

11.3.2. the plate shall be perpendicular to the longitudinal median plane of the vehicle;

11.3.3. the plate may be inclined to the vertical at not less than -15° and not more than 30° ;

11.3.4. the lower edge of the plate shall not be less than 0,20 m above the ground or less than the radius of any rear wheel above the ground if that is less than 0,20 m; the height of the upper edge of the plate from the ground shall not exceed 1,50 m;

11.3.5. The plate shall be visible in the whole space within the following four planes:

a) the two vertical planes touching the two lateral edges of the plate and forming an angle measured outwards to the left and to the right of the plate of 30° in relation to the longitudinal plane, parallel to the longitudinal median plane of the vehicle, passing through the centre of the plate;

b) the plane touching the upper edge of the plate and forming an angle measured upwards of 15° to the horizontal;

c) the horizontal plane through the lower edge of the plate;

11.3.5.1. No structural element, even when fully transparent, shall be located in the space described above.

12. Steering and manoeuvrability

12.1. Vehicles shall be constructed so that all wheels are capable of rotating at different individual speeds at all times. A device such as a differential may be installed; these may be locked automatically or by external means, but shall normally be unlocked.

12.2. Vehicles of categories L2e, L5e, L6e and L7e which are fitted with bodywork shall be equipped with a device for reversing which can be operated from the driver's position.

12.2.1. Vehicles of category L2e with a technically permissible maximum mass ≤ 225 kg, not fitted with a safety belt on the driver's seating position and which cannot be fitted with side doors, are exempted from the requirement to be fitted with a device for reversing.

Model of technical certificate for self-propelled and slow vehicles



ROMANIAN AUTOMATIVE REGISTER

TECHNICAL CERTIFICATE

Identification data and technical characteristics

1	Category:		7	Date of issuance:	
2	Bodywork:		8	RAR Representation:	
3	Make:		9	Name	
4	Type:		10	RAR representative:	
5	Identification No:			Signature/stamp:	
6	National Register No:				
11	Masses:				
11.1	In running order (kg):		11.2	Technically permissible maximum (kg):	
			11.3	Technically permissible maximum combination of vehicles (kg):	
12	Dimensions:				
12.1	Length (mm):		12.2	Width (mm):	
			12.3	Height (mm):	
13	Engine:				
13.1	Type:		13.2	Cylinder (cm ³):	
			13.3	Max. power (kw)/speed (min) ⁻¹ :	
			13.4	Energy source:	
14	Axles:				
14.1	Total Axis No:		14.2	Traction:	
			14.3	No of braked axles (service brake):	
15	Tyres:				
15.1	Front:		or		
15.2	Rear:				

16. Remarks

Vehicle image

16.1. Maximum speed (km/h):
16.2 Number of seats (slow vehicles only):

Technical conditions for issuing the technical certificate in the case of new or used self-propelled machinery

1. Identifiers

1.1. The identification number must be punched (where applicable, inscribed), generally on a non-removable component of the main structural element of the self-propelled machinery, in the form and using the characters prescribed by the manufacturer or a competent authority of the country of origin.

1.2. If available, the manufacturer's plate shall be marked at least with the vehicle identification number.

1.3. For the identification number, Latin letters and Arabic numerals must be used. The use of letters I, O and Q or hyphens, asterisks and other special signs shall not be permitted in the composition of the identification number.

1.4. Where letters I, O, Q, hyphens, asterisks or other special signs are included in the identification number, the RAR shall assign and punch a new identification number complying with the requirement of paragraph 1.3.

2. Location of licensing plates

2.1. Self-propelled machinery shall be equipped at the rear with a place where the licensing plates are located.

2.2. This location shall consist of a flat or almost flat rectangular surface having at least the following dimensions:

a) width: 255 mm or 520 mm;

b) height: 165 mm or 120 mm.

3. Braking system

3.1. The braking system with which a self-propelled machine is equipped shall consist of the service brake and the parking brake.

3.2. The service braking system shall act at least on the wheels of one axle.

3.3. The driver shall be able to obtain the effect of braking from his seat and continue to drive the self-propelled car with at least one hand.

3.4. Parking braking shall allow the self-propelled machinery to be held at rest and, in the absence of the driver, on an upward or downward slope, the braked parts remaining held braked by means of a purely mechanically acting mechanism. This can also be achieved by a brake acting on the transmission. The driver shall be able to obtain the effect of braking from his seat, a repeated actuation being allowed to achieve the prescribed braking effect.

3.5. Verification of the performance and performance of the braking system of the self-propelled machine shall be carried out by means of functional tests along the way by measuring with the decelerator with compensation and recording of the maximum deceleration at a speed of 30 km/h (or, where applicable, from the maximum speed if the maximum speed is less than 30 km/h) in the case of the service brake and 15 km/h (or, where applicable, from the maximum speed if the maximum speed is less than 15 km/h) in the case of the parking brake.

Samples in the course must be carried out on a concrete or asphalt road, dry, smooth and straight.

The service brake and parking brake shall satisfy the conditions set out in the table below.

Maximum measured deceleration limit values	
Brake type	Value of maximum deceleration measured (m/s) ²) must be greater than or at least equal to the following values
Service brake	2.0
Parking brake	1.6

During the run tests, both the service brake and the parking brake shall be checked that the vehicle does not deviate excessively from the rectilinear path.

3.6. Self-propelled machinery with a technically permissible maximum mass exceeding 3,500 kg shall be fitted with a wheel locking path located in a place readily accessible on the vehicle, as follows:

- a) a locking shoe for self-propelled two-axle machines.
- b) two locking shoes for self-propelled machines with three or more axles.

4. Steering system

4.1. Self-propelled wheeled machinery

4.1.1. The steering control device shall be easily manoeuvrable and so designed as to allow for progressive locking. The direction of movement of the steering control shall correspond to the desired change in direction.

4.1.2. All wheels can be steered wheels.

4.2. Self-propelled track machinery

4.2.1. Steering control of self-propelled tracked machinery:

4.2.1. For vehicles with only one track undercarriage at each side, the steering function shall be performed by changing the speed between the left-hand side and right-hand side track undercarriages.

4.2.2. For vehicles with two track undercarriages at each side, the steering function shall be performed by articulation of the front and rear part of the vehicle around a central vertical axis or by pivoting of two opposite or all four track undercarriages.

4.2.3. For vehicles with a combination of steer axles, the change of direction shall be made by changing the direction of the wheels on the wheeled axle and/or by pivoting the front and rear parts of the vehicle around a central vertical axis. The wheeled axle can be installed at the front or at the rear of the vehicle.

4.3 Self-propelled machinery with differential steering system

4.3.1. The differential steering system can be used for both self-propelled and track-driven machinery

4.3.2. The differential steering system is characterised by a method of direction where the orientation of the self-propelled machinery is done by creating a different rotational speed between the left and the right hand wheels or track assemblies.

4.3.3. The steering system shall not exhibit excessive loss of working fluid or excessive play in the joints.

5. Field of vision and windscreen wipers

5.1. The main field of vision of the self-propelled machinery with cab consists of windscreen and front side windows.

5.2. No partial or total obstructing of the main field of vision shall be permitted, except for cab poles and rear-view mirrors.

5.3. Self-propelled machinery with cab shall be fitted with at least one windscreen wiper operating in the driver's area of vision.

6. Glazing

6.1. The windows of self-propelled machinery must be secured or laminated. Rigid or flexible plastic glazing shall be permitted, except for windscreens and front side windows forming the main field of vision of the self-propelled machinery.

6.2. The glazing of self-propelled machinery shall provide a normal light transmission factor of at least 70 % for the windscreen and the front side windows forming the main field of vision of the self-propelled machine.

6.3. It shall not be permitted to reduce the transparency of the glazing in the main field of vision of the self-propelled machinery in such a way that the requirements of paragraph 6.2 are no longer complied with.

7. Rear-view mirrors

7.1. Self-propelled machinery shall be equipped with at least one exterior rear-view mirror mounted on the left.

7.2. Rear-view mirrors shall be fixed in such a way that they remain in a stable position under the normal driving conditions of the self-propelled machinery.

7.3. The exterior rear-view mirror shall be visible through the portion of the surface of the windscreen cleaned by the windscreen wiper or by the side windows, if the self-propelled machinery is fitted with them.

7.4. The field of vision of the left-hand exterior rear-view mirror shall be such that the driver is able to see towards the rear at least that flat portion of the road to the horizon situated to the left of the plane parallel to the median longitudinal vertical plane passing through the left end of the width of the self-propelled machinery.

8. Lighting and light-signalling installation

The lighting and light-signalling installation shall comply with the following requirements:

8.1. Driving-beam (main-beam) headlamp

- a) presence: optional;
- b) number: two or four;
- c) colour: white or yellow;
- d) connection tell-tale: if there are such headlamps, the connection tell-tale is mandatory.

8.2. Passing beam headlamps

- a) presence: mandatory;
- b) number: two; for self-propelled machines equipped for the front mounting of tools, two additional headlamps may be fitted at a height not exceeding 4,000 mm if the electrical connections are so designed that the two pairs of passing-beam headlamps cannot be switched on at the same time;
- c) colour: white or yellow;
- d) connection tell-tale: optional;
- e) device for adjusting headlamps: optional.

8.3. Front fog lamps

- a) presence: optional;
- b) number: two;
- c) colour: white or yellow;
- d) connection tell-tale: optional.

8.4. Reversing lamps

- a) presence: optional;
- b) number: one or two;
- c) colour: white;
- d) connection tell-tale: optional.

8.5. Direction-indicator lamps

- a) presence: mandatory;
- b) number: there are 4 types of equipment:
 - i) two lamps at the front and two lamps at the rear, in the same optical block, for each side of the self-propelled machinery; this variant may be used in the case of self-propelled machinery up to 4.6 m in length;
 - ii) two front lamps, two side lamps, in the same optical block for each side of the self-propelled machinery and two lamps at the rear;
 - iii) two front lamps, two side lamps and two rear lamps;
 - iv) two lamps at the front and two lamps at the rear.
- c) colour: yellow or red;
- d) connection tell-tale: mandatory.

8.6. Hazard warning device: identical to paragraph 8.5.

8.7. Stop lamps

- a) presence: mandatory;
- b) number: two;
- c) colour: red;
- d) connection tell-tale: optional.

8.8. Front position lamps

- a) presence: mandatory;
- b) number: two; in the case of self-propelled machinery designed to fit portable devices at the front, which may mask the mandatory front position lamps, two additional front position lamps may be installed at a

height not exceeding 4,000 mm;

c) colour: white or yellow (if the lamp is included in a yellow optical block);

d) connection tell-tale: mandatory.

8.9. Rear position lamps

a) presence: mandatory;

b) number: two;

c) colour: red;

d) connection tell-tale: mandatory.

8.10. Rear fog lamps

a) presence: optional;

b) number: one or two;

c) colour: red;

d) connection tell-tale: mandatory.

8.11. Parking lamps

a) presence: optional;

b) number: two lamps at the front and two lamps at the rear or one lamp on one side of the self-propelled machinery and one on the side but visible from both the front and the rear.

c) colour: white in the front, red in the rear; may be yellow if the lamp is included in an optical block with side direction-indicator lamps or side-marker lamps;

d) connection tell-tale: optional.

8.12. End-outline marker lamps

a) presence: optional;

b) number: two lamps at the front and two lamps at the rear or one lamp on one side of the self-propelled machinery and one on the side but visible from both the front and the rear;

c) colour: white at the front and red in the rear;

d) connection tell-tale: optional.

8.13. Work lamp(s)

If there is such a lighting device, it cannot be combined with any other lamp; the connection tell-tale is mandatory.

8.14. Non-triangular rear retro-reflectors

a) presence: mandatory;

b) number: two or four.

c) colour: red.

8.15. Special warning lamps (revolving light)

a) presence: optional;

b) colour: yellow.

8.16. General conditions

The lighting devices with which the self-propelled machinery is equipped shall function properly.

9. Acoustic warning devices

9.1. The acoustic warning device shall emit a uniform and constant sound; its acoustic spectrum shall not change significantly during operation.

10. Interior arrangement

10.1. Self-propelled machinery shall be equipped with a driver's seat and, optionally, with a seat or accompanying seats.

10.1.1. The driver's seat shall be securely fixed and constructed in such a way as to limit shocks and vibrations.

10.1.2. The seats of the accompanying persons, if fitted, must be firmly secured and, depending on the type of self-propelled machinery, be conveniently linked to elements of the structure (chassis, overturning device, platform, etc.). These structural elements must be sufficiently strong to support the laden accompanying seats.

11. Masses and dimensions

11.1. Masses

11.1.1. The technically permissible maximum mass shall be that declared by the manufacturer and shall be the maximum mass of the self-propelled machinery, depending on its construction and performance.

11.1.2. The unladen mass shall be determined, if possible, on the basis of the manufacturer's documents or by weighing and is the mass of the unladen self-propelled machine in running order (including roll-over protection if applicable, excluding optional accessories, but with coolant, lubricants, fuel, tools and 75 kg driver mass).

11.1.3. If it is not possible to determine the masses in paragraphs 11.1.1 and 11.1.2, they shall not be mentioned in the technical certificate.

11.2. Dimensions

11.2.1. The technical certificate shall state the length, width and height declared by the manufacturer or determined by measurement; the measurement shall be carried out with the unladen self-propelled machinery in running order and the optional equipment fitted to the self-propelled machinery in the configuration shown in the photograph in the technical certificate shall also be taken into account.

12. Running system

12.1. The tyre fitting shall be in accordance with the instructions of the manufacturer of the self-propelled machinery.

12.1.1. Tyres used for self-propelled machinery shall be approved in accordance with UN Regulation No 106, subject to load and speed indices.

12.1.2. If a self-propelled machinery is intended for conditions of use incompatible with the characteristics of tyres approved in accordance with UN Regulation No 106, tyres type-approved in accordance with UN Regulations No 30, 54 and 117 or type-approved according to UN Regulation No 75 may also be accepted, subject to the load and speed indices.

12.1.3 Self-propelled machinery may also be fitted with tyres approved in accordance with Directive 92/23/EEC, subject to load and speed indices.

12.2. For self-propelled machines equipped with tracks, their tracks shall meet the following requirements:

12.2.1. Self-propelled machinery with a maximum speed of not more than 15 km/h shall be equipped either with track chains or with track belts.

12.2.2. Self-propelled machinery with a maximum speed exceeding 15 km/h shall only be equipped with track belts.

12.2.3. Track undercarriages shall be non-damaging to roads. Self-propelled machinery with track undercarriages are non-damaging to roads if the limits set out in paragraphs 12.2.3.1 and 12.2.3.2. are not exceeded and the contact surface of the track undercarriage with the road pavement is composed of an elastomeric material (such as rubber, etc.).

12.2.3.1. Mean Ground Contact Pressure (P):

12.2.3.1.1. Track chains: $P \leq 0,65$ MPa, calculated as follows:

$$P [MPa] = \frac{MMTA [kg] \times 9,81}{N_R \times A_P}$$

where:

N_R is the total number of track rollers directly transferring load onto the road surface (via the tracks and pads);

A_P is the outer surface area of each pad (i.e. in contact with the road), in mm². It is defined by measuring the footprint of one pad perpendicular under the centre of a not extreme track roller, by lowering a laden vehicle onto a suitable piece of cardboard or other permanently deformable material and measuring the area of the depressions so caused.

For self-propelled machinery with a combination of wheeled axles and tracks, the load acting through the wheeled axles with the vehicle in the laden condition shall be measured using suitable weigh pads and

subtracted from the overall maximum permissible mass to calculate P. Alternatively, the manufacturer's declared maximum combined load for the track undercarriages may be substituted for the maximum permissible vehicle mass.

12.2.3.1.2. Track belts: $P \leq 0,5 \text{ MPa}$, calculated as follows:

$$P[\text{MPa}] = \frac{MMTA[\text{kg}] \times 9,81}{A_L}$$

where:

A_L is the total surface area of rubber lugs in contact with the road, between the centres of the extreme track rollers under which the track belt is contacting the ground. The supplier of the rubber belt shall provide the percentage of lug area versus the total surface of the belt (defined as the track length multiplied by the track width); alternatively, the total surface of the projections in contact with the road may be measured by lowering the self-propelled machinery loaded onto an appropriate piece of cardboard or other permanently deforming material and by measuring the total surface of the depressions so caused.

In the case of self-propelled machinery equipped with a combination of wheeled axles and tracks, the load acting by means of wheeled axles when the self-propelled machinery is laden shall be measured using appropriate car scales and subtracting their mass from the maximum permissible mass to calculate P. As an alternative solution, the maximum combined load declared by the manufacturer for track undercarriage may be replaced by the maximum permissible mass of the self-propelled machinery.

12.2.3.1.3. In the case of self-propelled machinery with a maximum speed exceeding 40 km/h, the average ground contact pressure shall be $P \leq 0,2 \text{ MPa}$.

12.2.3.2. The maximum load per track roller shall not exceed 2,250 kg, calculated by dividing the maximum permissible mass in kg (allowing for any mass acting on any wheeled axles in the same way as in paragraph 12.2.3.1.1. or 12.2.3.1.2.) by the total number of track rollers directly transferring load onto the road surface.

12.2.4. On the inside of track belts, there shall be elements to ensure that the track belt shall be guided over the rollers. On the outside there must be a profile suitable for the intended use in the agricultural, forestry or other specific applications.

12.2.5. Torque can be transmitted by friction (directly) or by positive engagement of track rollers with track.

12.2.6. In self-propelled machinery in which track belts are driven by friction, the operator shall have a continuous indication of track tension during road travel, or there shall be a visual and/or audible signal that is activated when the minimum belt tension is reached.

13. Propulsion system and environmental protection

13.1 New self-propelled machinery equipped with internal combustion engines shall comply with the technical conditions for pollutant emissions laid down in Regulation (EU) 2016/1628, from the implementation deadlines set out in Annex III to the Regulation.

14. Exemptions

RAR may exempt self-propelled machinery from fulfilling certain requirements laid down in these Regulations if these requirements are not compatible with their mode of operation or their intended purpose or if these requirements are not applicable to that self-propelled machinery. The derogation may be granted only if it is found that the systems, separate technical units or components covered by the derogation fulfil their safe functional role for both the self-propelled machinery and other road users and is not significantly affected by environmental protection. Where appropriate, this can be achieved by requiring compliance with alternative conditions.

Technical conditions for issuing the technical certificate in the case of slow motor vehicles

1. Identifiers

1.1. The identification number shall be punched (if applicable, inscribed), generally on a non-removable component of the main structural element of the vehicle, in the form and using the characters prescribed by the manufacturer or a competent authority of the country of origin.

1.2. If available, the manufacturer's plate shall be marked at least with the vehicle identification number.

1.3. For the identification number, Latin letters and Arabic numerals must be used. The use of letters I, O and Q or hyphens, asterisks and other special signs shall not be permitted in the composition of the identification number.

1.4. Where letters I, O, Q, hyphens, asterisks or other special signs are included in the identification number, the RAR shall assign and punch a new identification number complying with the requirement of paragraph 1.3.

2. Location of the licensing plate

2.1. Slow vehicles shall be equipped at the rear with a place where the licensing plate is located.

2.2. This location shall consist of a flat or almost flat rectangular surface having at least the following dimensions:

a) width: 255 mm or 520 mm;

b) height: 165 mm or 120 mm.

3. Braking system

3.1. Slow vehicles shall be equipped with:

3.1.1. A functional service braking system, controlled by the foot, acting on the brakes of all wheels and with an auxiliary braking device, which may be a parking brake; it shall have two independent circuits, each circuit operating at least two wheels located on different sides.

3.1.2. A functional parking braking system acting at least on the wheels of one axle. The control of the parking braking system shall be independent of the control of the service braking system.

3.2. Vehicles shall be provided with a red warning signal visible even in daylight indicating the failure of the braking system of the vehicle which prevents the service brake from providing the prescribed performance; and/or decommissioning at least one independent circuit of the service braking system.

4. Steering system

4.1. Slow vehicles shall be equipped with steering wheel, which shall be designed in such a way as to allow for progressive steering.

4.2. The driving position shall not be situated on the right side in relation to the longitudinal median plane of the slow vehicle. It exempts slow vehicles which were last registered in another EU Member State and which have not changed in relation to the original registration configuration. For these, passenger access must be provided exclusively on the right side in relation to the median longitudinal plane of the motor vehicle.

4.3. Slow vehicles shall be equipped with a manoeuvrable reversing device from the driver's position.

5. Visibility

5.1. Slow vehicles shall be equipped with a minimum of two rear-view mirrors. Bodied vehicles shall also be fitted with an internal rear-view mirror. If the bodywork does not allow such a mirror to be fitted or visibility to the rear is not ensured, the fitting shall include two side mirrors on the left and right.

5.2. The glazing of slow bodied vehicles in the principal field of vision shall provide a normal light transmission factor of at least 70%.

5.2.1. Elements or processes to reduce the transparency of glazing must be certified in accordance with the legislation in force.

5.3. Slow windscreen vehicles shall be fitted with at least one windscreen wiper to act in the driver's area of vision.

6. Bodywork and interior arrangement

6.1. Slow vehicles shall be equipped with benches or seats firmly attached to a strength element of the body or chassis at least 150 mm below the upper level of shutters, insurance devices (protection bars, armrests, etc.) or the lower edge of the glazing. Fitting seats or benches with seat belts is optional.

6.2. In the case of slow vehicles, the following types of glazing as defined in UN Regulation No 43 are allowed:

- a) toughened-glass*
- b) regular multilayer safety glass*
- c) treated multilayer safety glass*
- d) glass with multi-layer plastic coating*
- e) glazing with a normal light transmission factor of less than 70 %
- f) multi-glazed unit
- g) uniformly secured glass pane*
- h) rigid plastic glazing
- i) flexible plastic glazing
- j) rigid plastic multi-glazed unit
- k) multilayer safety glazing
- l) glass pane, with a layer of plastic applied to the inner surface

* *permissible for windscreen*

6.3. Slow vehicles having more than 4 seats (including the driver's seat) shall have at least one safety exit with the following minimum dimensions: height: 1,200 mm and width: 550 mm;

6.4. If present on the slow vehicle, access shutters or doors shall be fitted with hinges and locks with two latch positions that do not allow accidental opening during walking.

6.5. Convertible slow vehicles shall be provided with a strength frame or other elements to ensure the protection of passengers in the event of overturning.

6.6. The floor may not be at a distance from the ground more than 75 cm.

6.7. Slow vehicles with more than 4 seats (including the driver's seat) shall be fitted with suspension.

6.8. Slow vehicles with more than 4 seats (including the driver's seat) shall be fitted with a plate bearing the maximum number of seats allowed. When calculating the maximum number of seats allowed, the mass of the driver and each passenger shall be considered to be 75 kg.

6.9. Slow vehicles with separate compartments for the driver and passengers shall be equipped with a device whereby passengers may require the driver to stop the vehicle.

6.10. Slow vehicles shall incorporate no pointed, sharp or protruding parts, pointing outwards, of such a shape, dimension, angle of direction and hardness that they increase the risk or seriousness of body lesions and lacerations suffered by any person struck or grazed by the vehicle in the event of an accident.

7. Propulsion system and electrical safety

7.1. The electric powertrain means the electrical circuit which includes the traction motor(s), and includes the rechargeable electric energy storage system (REESS), the electric energy conversion system, the electronic converters, the associated wiring harness and connectors, and the coupling system for charging the REESS.

7.2. Protections offered against direct contact with live parts (e.g. solid insulator, barrier, enclosure) shall not be able of being opened, disassembled or removed without the use of tools.

7.2.1. In the case of a REESS having high voltage capability, the symbol shown in the figure below shall be placed on or near the REESS. The symbol background shall be yellow, the bordering and the arrow shall be black.

Marking of high voltage equipment



7.2.2. In addition, the symbol shall in addition be placed on all enclosures and barriers, which when removed expose live parts of high voltage circuits. This provision is optional for connectors for high voltage buses and does not apply to any of the following cases:

- a) where barriers or enclosures cannot be physically accessed, opened, or removed unless other vehicle components are removed with the use of tools;
- b) where barriers or enclosures are located underneath the vehicle floor.

7.2.3. Cables for high voltage buses which are not located fully within enclosures shall be identified by having an outer covering with the colour orange.

7.3. Concerning protection against electrical shock which could arise from indirect contact, the exposed conductive parts, such as the conductive barrier and enclosure, shall be securely galvanically connected to the electrical chassis for instance by connections with electrical wire, ground cable, welds or by connections using bolts so that no dangerous electric potential can exist.

7.4. Requirements concerning the REESS:

7.4.1. In order to avoid overheating in case of overcurrent, the REESS shall be equipped with one or more protective devices such as fuses, circuit breakers and/or main contactors.

7.4.2. The REESS and its components shall be installed in the vehicle in such a way so as to preclude the possibility of inadvertent or unintentional detachment or ejection of the REESS.

7.5. At the start-up, including system power-on, in order to select the active driving possible mode, at least two deliberate and distinctive actions shall be performed by the driver. It is permitted that only one action is required to deactivate the active driving possible mode or to complete the power-off procedure.

7.6. It shall not be possible to activate the vehicle reverse control function whilst the vehicle is in forward motion.

7.7. The conditions set out in subparagraphs 7.1-7.6 shall be deemed to be fulfilled in the case of slow vehicles approved in accordance with UN Regulation No 100.

8. Lighting-signalling installation

The lighting and light-signalling installation shall comply with the following requirements:

8.1. Driving-beam (main-beam) headlamp

- a) presence: optional;
- b) number: one or two*);
- c) colour: white;
- d) connection tell-tale: mandatory.

8.2. Passing beam headlamps

- a) presence: mandatory;
- b) number: one or two*);
- c) colour: white;
- d) connection tell-tale: optional.
- f) headlamp levelling device: optional.

8.3. Front fog lamps

- a) presence: optional;
- b) number: one or two*);
- c) colour: white or yellow;
- d) connection tell-tale: optional.

8.4. Reversing lamps

- a) presence: optional;
- b) number: one or two;
- c) colour: white;
- d) connection tell-tale: optional.

8.5. Direction-indicator lamps

- a) presence: mandatory;
- b) number: two on each side, positioned in front and rear;
- c) colour: yellow (front), yellow or red (rear);
- d) connection tell-tale: mandatory.

8.6. Hazard warning device

- a) presence: mandatory;
- b) number: as in the case of direction-indicator lamps;
- c) colour: as in the case of direction-indicator lamps;
- d) connection tell-tale: mandatory.

8.7. Stop lamps

- a) presence: mandatory;
- b) number: one or two*);
- c) colour: red.

8.8. Rear licensing-plate lamp

- a) presence: mandatory;
- b) number: in such a way that the lamp(s) illuminate the area of the plate with the registration/licensing number;

- c) colour: white.
- d) connection tell-tale: optional.

8.9. Front position lamps

- a) presence: mandatory;
- b) number: one or two*);
- c) colour: white or yellow;
- d) connection tell-tale: mandatory.

8.10. Rear position lamps

- a) presence: mandatory;
- b) number: one or two*);
- c) colour: red;
- d) connection tell-tale: optional.

8.11. Rear fog lamps

- a) presence: optional;
- b) number: one or two;
- c) colour: red;
- d) connection tell-tale: mandatory.

8.12. Non-triangular rear retro-reflectors

- a) presence: mandatory;
- b) number: one or two (if width > 1,000 mm, two mandatory);
- c) colour: red; the illuminated surface may have parts in common with the apparent surface of any rear lamp;

8.13. Non-triangular side retro-reflectors

- a) presence:
 - i) mandatory on any slow vehicle over 6 m in length;
 - ii) optional for the rest of the slow vehicles;

b) number: depending on the length of the vehicle, from 3 m to 3 m (4 m if the vehicle structure does not meet the requirement);

c) colour: yellow; rear side retro-reflectors may also be red if grouped with rear position lamps or rear fog lamps;

d) the illuminated surface of the side retro-reflectors may intersect the apparent surface of any other side lamp.

**) if width > 1,300 mm, 2 mandatory*

9. Acoustic warning devices

9.1. The acoustic warning device shall emit a uniform and constant sound; its acoustic spectrum shall not change significantly during operation.

9.2. Slow vehicles shall be equipped with an acoustic warning device, automatically actuated when reversing.

10. Masses

10.1. The technically permissible maximum masses (total, by axle) are those declared by the manufacturer.

10.2. The unladen mass is determined by weighing and does not include the mass of the driver (75 kg) and propulsion batteries.

10.3. Slow vehicles are not designed to tow trailers. Therefore, they do not have technically permissible maximum towable masses, of the combination of vehicles or on the coupling device.

10.4 The sum of the maximum technically permissible masses on the axles shall be equal to or greater than the technically permissible maximum laden mass of the slow vehicle.

10.5 The technically permissible maximum laden mass of the slow vehicle may not be less than the laden mass of the slow vehicle plus the mass of the driver (75 kg), the conventional loading mass (number of passenger seats x 75 kg) and the mass of the propulsion batteries, as appropriate.

10.6 The technically permissible maximum laden mass on the front axle of the slow vehicle may not be less than 30% of its technically permissible maximum laden mass.

11. Dimensions

11.1. The technical certificate shall state the length, width and height declared by the manufacturer or determined by measurement; the measurement shall be carried out with the unladen slow vehicle in running order, in the configuration shown in the photograph in the technical certificate.

11.2. The maximum permissible dimensions for slow vehicles are:

a) length: 12 m;

b) width: 2,55 m;

c) height: 4 m;

12. Running system

12.1. The tyre fitting shall be consistent with the vehicle manufacturer's instructions.

12.2. Tyres used on slow vehicles shall be type-approved in accordance with Directive 92/23/EC, Directive 97/24/EC, UN Regulation No 30, UN Regulation No 54, UN Regulation No 64, UN Regulation No 75 (only tyres considered suitable for fitting to vehicles of categories L2e and L5e and, implicitly, L6e and L7e) or UN Regulation No 106, as applicable.

12.3. Slow vehicles must be equipped with spray protection devices, unless the shape of the bodywork assumes this function.

13. Propulsion system and environmental protection

13.1. New slow vehicles propelled by internal combustion engines shall comply with the technical conditions for pollutant emissions laid down in Regulation (EU) 2016/1628, starting with the implementation deadlines set out in Annex III to the Regulation.

LIST
of special modifications made to motor vehicles for the purpose of driving by disabled persons and/or for the purpose of taking over and transporting persons with severe or accentuated disabilities

For vehicles specially modified in relation to the original configuration for the purpose of driving by disabled persons, as well as for vehicles specially modified for the purpose of taking over and transporting persons with severe or accentuated disabilities, the Romanian Automotive Register performs the following activities:

1. verify the attachment of the device to the motor vehicle and its performance of its functional role; if necessary, check the special arrangement of the vehicle.

2. in the case of vehicles specially modified from the original configuration for driving by disabled persons, enter one of the following codes in the CIV under the heading ‘Remarks’:

10. Modified transmission

10.02. Automatic selection of gear ratio

10.04. Adapted transmission control device

15. Adapted clutch

15.01. Adapted clutch pedal

15.02. Hand operated clutch

15.03. Automatic clutch

15.04. Measure to prevent obstruction or actuation of clutch pedal

20. Modified braking system

20.01. Adapted brake pedal

20.03. Brake pedal suitable for use by left foot

20.04. Sliding brake pedal

20.05. Tilted brake pedal

20.06. Hand operated brake

20.07 Brake operation with maximum force of ... N (*) (for example: “20.07(300N)”)

(*) This force shows the driver’s ability to actuate the system.

20.09. Parking brake (parking) adapted

20.12. Separation before brake pedal/floor pedal/with brake pedal detached

20.13. Knee operated brake

20.14. Electronically operated service brake

25. Modified accelerator system

25.01. Adapted accelerator pedal

25.03. Tilted accelerator pedal

25.04. Hand operated accelerator

25.05. Knee operated accelerator

25.06. Servo accelerator (electronic, pneumatic, etc.)

25.08. Accelerator pedal on the left of brake pedal

25.09. Partitioning in front of/fold away/detached accelerator pedal

31. Pedal adaptations and pedal safeguards

31.01. Extra set of parallel pedals

31.02. Pedals at (or almost at) the same level

31.03. Measure to prevent obstruction or actuation of accelerator and brake pedals when pedals not operated by foot

31.04. Raised floor

32. Combined service brake and accelerator systems

32.01. Accelerator and service brake as combined system operated by one hand

- 32.02. Accelerator and service brake as combined system operated by external force
- 33. Combined service brake, accelerator and steering systems
 - 33.01. Accelerator, service brake and steering as a combined servo system, operated by one hand
 - 33.02. Accelerator, service brake and steering as a combined servo system, operated by two hands
- 35. Modified control layouts (lights switches, windscreen wiper/washer, horn, direction indicators, etc.)
 - 35.02. Control devices operable without releasing the steering device
 - 35.03. Control devices operable without releasing the steering device with the left hand
 - 35.04. Control devices which can be operated with the right hand without releasing the steering wheel
 - 35.05. Control devices operable without releasing the steering device and the accelerator and braking mechanisms
- 40. Modified direction
 - 40.01. Maximum steering use with a force ofN(*) (e.g. 40.01 (140 N))
(*)This force shows the driver's ability to actuate the system.
 - 40.05. Adapted steering wheel (larger/thicker steering wheel section, reduced diameter, etc.)
 - 40.06. Adapted position of steering wheel
 - 40.09. Foot operated steering
 - 40.11. Assistive device at steering wheel
 - 40.14. One hand/arm operated alternative adapted steering system
 - 40.15. Two hand/arm operated alternative adapted steering system
- 42. Modified rear-view mirror(s)
 - 42.01. Adapted device for rear view
 - 42.03. Additional inside device permitting side view
 - 42.05. Blind spot viewing device
- 43. Position of the driver's seat
 - 43.01. Driver seat of height suitable for visibility and normal distance from the steering wheel and pedals
 - 43.02. Driver seat adjusted to body shape
 - 43.03. Driver seat with lateral support for good stability
 - 43.04. Driver seat with armrest
 - 43.06. Seat-belt adjustment
 - 43.07. Harness-type seat-belt
- 44. Changes to motorcycles (use of subcodes is mandatory.)
 - 44.01. Single operated brake
 - 44.02. Adapted front wheel brake
 - 44.03. Adapted rear wheel brake
 - 44.04. (Adjusted) accelerator handle
 - 44.08. The height of the seat allows the driver, in the sitting position, to have both legs on the road surface at the same time.
 - 44.09. Maximum operation force of front wheel brake ... N (*) (for example "44.09 (140N)")
(*)This force shows the driver's ability to actuate the system.
 - 44.10. Maximum operation force of rear wheel brake ... N (*) (for example "44.10 9(240N)")
(*)This force shows the driver's ability to actuate the system.
 - 44.11. Adapted foot-rest
 - 44.12. Adapted hand grip
- 45. Motorcycle with side-car only
- 46. Tricycles only
- 47. Restricted to vehicles of more than two wheels not requiring balance by the driver for starting, stopping and standing
- 50. Restricted to a specific vehicle/chassis number (vehicle identification number, VIN)
Letters used in combination with codes 01 to 44 for further specification:

- a) left;
- b) right;
- c) hand;
- d) foot;
- e) middle;
- f) arm;
- g) thumb.

In addition, a text on the specificity of the adaptation shall be included in the CIV if the information is available in the documentation provided by the applicant.

3. In the case of motor vehicles specially modified for the purpose of taking over and transporting disabled persons in wheelchairs, RAR shall enter in the CIV the following:

- a) in box 1, category: 'Special vehicle M₁';
- b) in box 2, the bodywork: 'SH wheelchair accessible vehicle';
- c) under the heading 'References', a text concerning the type of wheelchair for which the vehicle is adapted, if the information is available in the documentation provided by the applicant.