

Official Journal of the European Union

L 48



English edition

Legislation

Volume 63

21 February 2020

Contents

II Non-legislative acts

REGULATIONS

- ★ **Commission Implementing Regulation (EU) 2020/236 of 14 February 2020 entering a name in the register of protected designations of origin and protected geographical indications ‘Huile d’olive de Provence’ (PDO)** 1
- ★ **Commission Implementing Regulation (EU) 2020/237 of 14 February 2020 entering a name in the register of protected designations of origin and protected geographical indications ‘Bjelovarski kvargl’ (PGI)** 2
- ★ **Commission Implementing Regulation (EU) 2020/238 of 20 February 2020 concerning the authorisation of L-threonine as a feed additive for all animal species ⁽¹⁾** 3
- ★ **Commission Implementing Regulation (EU) 2020/239 of 20 February 2020 amending Implementing Regulation (EU) No 901/2014 with regard to the adaptation of the templates for type-approval procedures for two- or three-wheel vehicles and quadricycles to the environmental steps Euro 5 and Euro 5+ requirements ⁽¹⁾** 6

DECISIONS

- ★ **Commission Implementing Decision (EU) 2020/240 of 20 February 2020 amending the Annex to Implementing Decision (EU) 2020/47 on protective measures in relation to highly pathogenic avian influenza of subtype H5N8 in certain Member States (notified under document C(2020) 1082) ⁽¹⁾** 12

ACTS ADOPTED BY BODIES CREATED BY INTERNATIONAL AGREEMENTS

- ★ **UN Regulation No 118 – Uniform technical prescriptions concerning the burning behaviour and/or the capability to repel fuel or lubricant of materials used in the construction of certain categories of motor vehicles [2020/241]** 26
- ★ **UN Regulation No 142 – Uniform provisions concerning the approval of motor vehicles with regard to the installation of their tyres [2020/242]** 60

⁽¹⁾ Text with EEA relevance.

EN

Acts whose titles are printed in light type are those relating to day-to-day management of agricultural matters, and are generally valid for a limited period.

The titles of all other acts are printed in bold type and preceded by an asterisk.

II

(Non-legislative acts)

REGULATIONS

COMMISSION IMPLEMENTING REGULATION (EU) 2020/236

of 14 February 2020

entering a name in the register of protected designations of origin and protected geographical indications 'Huile d'olive de Provence' (PDO)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) No 1151/2012 of the European Parliament and of the Council of 21 November 2012 on quality schemes for agricultural products and foodstuffs ⁽¹⁾, and in particular Article 52(2) thereof,

Whereas:

- (1) Pursuant to Article 50(2)(a) of Regulation (EU) No 1151/2012, France's application to register the name 'Huile d'olive de Provence' was published in the *Official Journal of the European Union* ⁽²⁾.
- (2) As no statement of opposition under Article 51 of Regulation (EU) No 1151/2012 has been received by the Commission, the name 'Huile d'olive de Provence' should therefore be entered in the register,

HAS ADOPTED THIS REGULATION:

Article 1

The name 'Huile d'olive de Provence' (PDO) is hereby entered in the register.

The name specified in the first paragraph denotes a product in Class 1.5. – Oils and fats (butter, margarine, oil, etc.), as listed in Annex XI to Commission Implementing Regulation (EU) No 668/2014 ⁽³⁾.*Article 2*This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

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

Done at Brussels, 14 February 2020.

*For the Commission,
On behalf of the President,
Janusz WOJCIECHOWSKI
Member of the Commission*

⁽¹⁾ OJ L 343, 14.12.2012, p. 1.

⁽²⁾ OJ C 325, 30.9.2019, p. 10.

⁽³⁾ Commission Implementing Regulation (EU) No 668/2014 of 13 June 2014 laying down rules for the application of Regulation (EU) No 1151/2012 of the European Parliament and of the Council on quality schemes for agricultural products and foodstuffs (OJ L 179, 19.6.2014, p. 36).

COMMISSION IMPLEMENTING REGULATION (EU) 2020/237

of 14 February 2020

entering a name in the register of protected designations of origin and protected geographical indications 'Bjelovarski kvargl' (PGI)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) No 1151/2012 of the European Parliament and of the Council of 21 November 2012 on quality schemes for agricultural products and foodstuffs ⁽¹⁾, and in particular Article 52(2) thereof,

Whereas:

- (1) Pursuant to Article 50(2)(a) of Regulation (EU) No 1151/2012, Croatia's application to register the name 'Bjelovarski kvargl' was published in the *Official Journal of the European Union* ⁽²⁾.
- (2) As no statement of opposition under Article 51 of Regulation (EU) No 1151/2012 has been received by the Commission, the name 'Bjelovarski kvargl' should therefore be entered in the register,

HAS ADOPTED THIS REGULATION:

Article 1

The name 'Bjelovarski kvargl' (PGI) is hereby entered in the register.

The name specified in the first paragraph denotes a product in Class 1.3. – Cheeses, as listed in Annex XI to Commission Implementing Regulation (EU) No 668/2014 ⁽³⁾.*Article 2*This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

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

Done at Brussels, 14 February 2020.

*For the Commission,
On behalf of the President,
Janusz WOJCIECHOWSKI
Member of the Commission*

⁽¹⁾ OJ L 343, 14.12.2012, p. 1.

⁽²⁾ OJ C 320, 24.9.2019, p. 9.

⁽³⁾ Commission Implementing Regulation (EU) No 668/2014 of 13 June 2014 laying down rules for the application of Regulation (EU) No 1151/2012 of the European Parliament and of the Council on quality schemes for agricultural products and foodstuffs (OJ L 179, 19.6.2014, p. 36).

COMMISSION IMPLEMENTING REGULATION (EU) 2020/238
of 20 February 2020
concerning the authorisation of L-threonine as a feed additive for all animal species
(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EC) No 1831/2003 of the European Parliament and of the Council of 22 September 2003 on additives for use in animal nutrition ⁽¹⁾, and in particular Article 9(2) thereof,

Whereas:

- (1) Regulation (EC) No 1831/2003 provides for the authorisation of additives for use in animal nutrition and for the grounds and procedures for granting such authorisation.
- (2) In accordance with Article 7 of Regulation (EC) No 1831/2003, applications were submitted for the authorisation of L-threonine produced by *Corynebacterium glutamicum* KCCM 80117 or by *Corynebacterium glutamicum* KCCM 80118 as a feed additive for use in feed for all animal species. These applications were accompanied by the particulars and documents required under Article 7(3) of that Regulation.
- (3) Those applications concern the authorisation of L-threonine produced by *Corynebacterium glutamicum* KCCM 80117 or by *Corynebacterium glutamicum* KCCM 80118 as a feed additive for all animal species to be classified in the additive category 'nutritional additives'.
- (4) The European Food Safety Authority ('the Authority') concluded in its opinions of 22 January 2019 ⁽²⁾ ⁽³⁾ that, under the proposed conditions of use, L-threonine produced by *Corynebacterium glutamicum* KCCM 80117 or *Corynebacterium glutamicum* KCCM 80118 does not have an adverse effect on animal health, human health or the environment. The Authority also concluded that the additive is an efficacious source of the amino-acid L-threonine for all animal species and that in order to be as efficacious in ruminants as in non-ruminant species, the additive should be protected against degradation in the rumen. The Authority does not consider that there is a need for specific requirements of post-market monitoring. It also verified the report on the method of analysis of the feed additive in feed submitted by the Reference Laboratory set up by Regulation (EC) No 1831/2003.
- (5) The assessment of L-threonine produced by *Corynebacterium glutamicum* KCCM 80117 and by *Corynebacterium glutamicum* KCCM 80118 shows that the conditions for authorisation, as provided for in Article 5 of Regulation (EC) No 1831/2003, are satisfied. Accordingly, the use of this additive should be authorised as specified in the Annex to this Regulation.
- (6) The measures provided for in this Regulation are in accordance with the opinion of the Standing Committee on Plants, Animals, Food and Feed,

HAS ADOPTED THIS REGULATION:

Article 1

The substance specified in the Annex, belonging to the additive category 'nutritional additives' and to the functional group 'amino acids, their salts and analogues', is authorised as an additive in animal nutrition, subject to the conditions laid down in that Annex.

⁽¹⁾ OJ L 268, 18.10.2003, p. 29.

⁽²⁾ EFSA Journal 2019;17(2):5602.

⁽³⁾ EFSA Journal 2019;17(3):5603.

Article 2

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

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

Done at Brussels, 20 February 2020.

For the Commission
The President
Ursula VON DER LEYEN

Identification number of the additive	Name of the holder of authorisation	Additive	Composition, chemical formula, description, analytical method.	Species or category of animal	Maximum age	Minimum content	Maximum content	Other provisions	End of period of authorisation
						mg/kg of complete feed with a moisture content of 12 %			
Category of nutritional additives. Functional group: amino acids, their salts and analogues.									
3c410	—	L-threonine	<i>Additive composition</i> Powder with a minimum of 98 % L-threonine (on a dry matter basis). <i>Characterisation of the active substance</i> L-threonine produced by fermentation with <i>Corynebacterium glutamicum</i> KCCM 80117 or <i>Corynebacterium glutamicum</i> KCCM 80118 Chemical formula: C₄H₉NO₃ CAS Number: 72-19-5. <i>Analytical methods</i> ⁽¹⁾ For the determination of L-threonine in the feed additive: — Food Chemical Codex 'L-threonine monograph', and — Ion exchange chromatography coupled with post-column derivatisation and optical detection (IEC-VIS/FLD) – EN ISO 17180. For the determination of threonine in premixtures: — ion exchange chromatography coupled with post-column derivatisation and optical detection (IEC-VIS/FLD) – EN ISO 17180, and — ion exchange chromatography coupled with post-column derivatisation and photometric detection (IEC-VIS), Commission Regulation (EC) No 152/2009 (Annex III, F). For the determination of threonine in compound feed and feed materials: — Ion exchange chromatography coupled with post-column derivatisation and photometric detection (IEC-VIS): Commission Regulation (EC) No 152/2009 (Annex III, F). For the determination of threonine in water: — ion exchange chromatography coupled with post-column derivatisation and optical detection (IEC-VIS/FLD).	All species	—	—	—	1. L-threonine may be placed on the market and used as an additive consisting of a preparation. 2. L-threonine may be used via water for drinking. 3. The labelling of the additive shall indicate the moisture content. 4. The labelling of the additive and premixtures shall indicate the following: 'The supplementation with L-threonine, in particular via water for drinking, should take into account all essential and conditional essential amino acids in order to avoid imbalances.'	12.3.2030

⁽¹⁾ Details of the analytical methods are available at the following address of the Reference Laboratory: <https://ec.europa.eu/jrc/en/eurl/feed-additives/evaluation-reports>

COMMISSION IMPLEMENTING REGULATION (EU) 2020/239**of 20 February 2020****amending Implementing Regulation (EU) No 901/2014 with regard to the adaptation of the templates for type-approval procedures for two- or three-wheel vehicles and quadricycles to the environmental steps Euro 5 and Euro 5+ requirements****(Text with EEA relevance)**

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to 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 ⁽¹⁾, and in particular Article 27(4), Article 29(4), Article 32(1) and Article 38(2) thereof,

Whereas:

- (1) Pursuant to the requirements introduced by Regulation (EU) 2019/129 of the European Parliament and of the Council ⁽²⁾ as regards the application of the environmental step Euro 5 for L-category vehicles, certain sub-categories of vehicles will have to comply with additional technical requirements as from certain dates. Other sub-categories are exempted or are required to comply with certain requirements later than originally set out in Regulation (EU) No 168/2013.
- (2) The administrative type-approval templates laid down in Commission Implementing Regulation (EU) No 901/2014 ⁽³⁾ should be adapted in light of the amendments provided for in Regulation (EU) 2019/129 to facilitate the type-approval process and to enable national authorities to verify compliance with the requirements of environmental steps Euro 5 and Euro 5+ applicable at a given date.
- (3) Implementing Regulation (EU) No 901/2014 should therefore be amended accordingly.
- (4) The measures provided for in this Regulation are in accordance with the opinion of the Technical Committee – Motor Vehicles,

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EU) No 901/2014 is amended as follows:

- (1) the following Article 12a is inserted:

*'Article 12a***Transitional provisions**

1. Until 30 June 2020, national authorities shall continue to grant type-approvals to vehicle types in accordance with this Regulation in its version applicable on 11 March 2020.
 2. Until 31 December 2020, the Member States shall permit the placing on the market, registration and entry into service of vehicles based on a vehicle type approved in accordance with this Regulation in its version applicable on 11 March 2020.;
- (2) Annexes I, IV, VII and VIII are amended in accordance with the Annex to this Regulation.

⁽¹⁾ OJ L 60, 23.2.2013, p. 52.

⁽²⁾ Regulation (EU) 2019/129 of the European Parliament and of the Council of 16 January 2019 amending Regulation (EU) No 168/2013 as regards the application of the Euro 5 step to the type-approval of two- or three-wheel vehicles and quadricycles (OJ L 30, 31.1.2019, p. 106).

⁽³⁾ Commission Implementing Regulation (EU) No 901/2014 of 18 July 2014 implementing Regulation (EU) No 168/2013 of the European Parliament and of the Council with regard to the administrative requirements for the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 249, 22.8.2014, p. 1).

Article 2

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

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

Done at Brussels, 20 February 2020.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX

(1) Annex I is amended as follows:

(a) Part B is amended as follows:

(i) in point 1, the following point 1.4 is added:

‘1.4. Vehicles and Vehicle types shall be identified as compliant with environmental step Euro 5 or environmental step Euro 5+ in accordance with the following Table:

Identification of environmental step Euro 5 and Euro 5+ for L-category vehicles

(sub-) category	Obligatory as of: 1.1.2020 for new types of vehicles 1.1.2021 for existing types of vehicles	Envi. step	Obligatory as of: 1.1.2024 for new types of vehicles 1.1.2025 for existing types of vehicles	Envi. step
L1e	OBD system not required	Euro 5	OBD system not required	Euro 5
	test types I, IV & V: Euro 5		test types I, IV & V: Euro 5	
L2e (other than L2e-U)	OBD system not required	Euro 5	OBD system not required	Euro 5
	test types I, IV & V: Euro 5		test types I, IV & V: Euro 5	
L2e-U	OBD system not required	Euro 5	OBD system not required	Euro 5+
	test type I: Euro 4		test type I: Euro 5	
	test type IV & V: Euro 5		test types IV & V: Euro 5	
L3e (other than enduro and trial), L4e, L5e-A and L7e-A	OBD stage I system that monitors electric circuit and electronics failure, and triggers a report when:	Euro 5	OBD stage I system that monitors electric circuit and electronics failure, and triggers a report when:	Euro 5+
	(a) OBD emission thresholds of Annex VI (B1) to Regulation (EU) No 168/2013 are exceeded, and		(a) OBD emission thresholds of Annex VI (B2) to Regulation (EU) No 168/2013 are exceeded, and	
	(b) any operating mode significantly reduces engine torque.		(b) any operating mode significantly reduces engine torque.	
	OBD stage II that monitors emission control system failures and degradation (with the exception of catalyst monitoring), and reports when:		OBD stage II that monitors emission control system failures and degradation, and reports when:	
	OBD emission thresholds of Annex VI (B1) to Regulation (EU) No 168/2013 are exceeded.		OBD emission thresholds of Annex VI (B2) to Regulation (EU) No 168/2013 are exceeded.	
	test types I, IV & V: Euro 5		test types I, IV & V: Euro 5	

(sub-) category	Obligatory as of: 1.1.2020 for new types of vehicles 1.1.2021 for existing types of vehicles	Envi. step	Obligatory as of: 1.1.2024 for new types of vehicles 1.1.2025 for existing types of vehicles	Envi. step
Enduro L3e-AxE and Trial L3e-AxT	OBD stage I system that monitors electric circuit and electronics failure, and triggers a report when:	Euro 5	OBD stage I system that monitors electric circuit and electronics failure, and triggers a report when:	Euro 5+
	(a) OBD emission thresholds of Annex VI (B1) to Regulation (EU) No 168/2013 are exceeded, and		(a) OBD emission thresholds of Annex VI (B2) to Regulation (EU) No 168/2013 are exceeded, and	
	(b) any operating mode significantly reduces engine torque.		(b) any operating mode significantly reduces engine torque.	
	test type I: Euro 4		test type I: Euro 5	
	test types IV & V: Euro 5		test types IV & V: Euro 5	
L5e (other than L5e-A) and L7e (other than L7e-A)	OBD stage I system that monitors electric circuit and electronics failure, and triggers a report when:	Euro 5	OBD stage I system that monitors electric circuit and electronics failure, and triggers a report when:	Euro 5+
	(a) OBD emission thresholds of Annex VI (B1) to Regulation (EU) No 168/2013 are exceeded, and		(a) OBD emission thresholds of Annex VI (B2) to Regulation (EU) No 168/2013 are exceeded, and	
	(b) any operating mode significantly reduces engine torque.		(b) any operating mode significantly reduces engine torque.	
	test types I, IV & V: Euro 5		test types I, IV & V: Euro 5	
L6e other than L6e-B	OBD system not required	Euro 5	OBD system not required	Euro 5
	test types I, IV & V: Euro 5		test types I, IV & V: Euro 5	
L6e-B	OBD system not required	Euro 5	OBD system not required	Euro 5+;
	test type I: Euro 4		test type I: Euro 5	
	test type IV & V: Euro 5		test type IV & V: Euro 5	

(ii) point 2.8 is amended as follows:

— information document data entry 4.0.1 is replaced by the following:

‘4.0.1.	L1e – L7e	Environmental step: Euro (3/4/5/5+) (*)’
---------	-----------	--

— the following information document data entry 7.6.3.5 is inserted after information document data entry 7.6.3.4:

‘7.6.3.5.	L3e – L7e ⁽¹⁰⁾	Description of the default modes which a driver may experience in case of an ETC failure’
-----------	---------------------------	---

(b) in Appendix 3, information document data entry 4.0.1 is replaced by the following:

‘4.0.1.	L1e – L7e	Environmental step: Euro (3/4/5/5+) ⁽⁴⁾ ’
---------	-----------	--

(c) in Appendix 6, information document data entry 4.0.1 is replaced by the following:

‘4.0.1.	L1e – L7e	Environmental step: Euro (3/4/5/5+) ⁽⁴⁾ ’
---------	-----------	--

(d) in Appendix 7, information document data entry 4.0.1 is replaced by the following:

‘4.0.1.	L1e – L7e	Environmental step: Euro (3/4/5/5+) ⁽⁴⁾ ’
---------	-----------	--

(e) in Appendix 8, information document data entry 4.0.1 is replaced by the following:

‘4.0.1.	L1e – L7e	Environmental step: Euro (3/4/5/5+) ⁽⁴⁾ ’
---------	-----------	--

(2) in Annex IV, in Appendix 1, in Section 2, entry 4.0.1 is replaced by the following:

‘4.0.1.	Environmental step: Euro (3/4/5/5+) ⁽¹⁾ ’
---------	--

(3) in Annex VII, in point 5, Table 1 is amended as follows:

(a) the following row is inserted after the row relating to ‘System: engine emissions (Euro 5 stage)’

‘System: engine emissions (Euro 5+ stage)	134/2014	A3’
---	----------	-----

(b) the rows relating to ‘System: environmental on-board diagnostic (OBD Stage I: points 1.8.1 and 1.8.2 of Annex IV to Regulation (EU) No 168/2013)’ and ‘System: environmental on-board diagnostic (OBD Stage II: point 1.8.3 of Annex IV to Regulation (EU) No 168/2013)’ are replaced by the following:

‘System: environmental on-board diagnostic (OBD Stage I: point 1.8.1. to 1.8.2 of Annex IV to Regulation (EU) No 168/2013 in its version applicable on 19.2.2019)	134/2014	C1
System: environmental on-board diagnostic (OBD Stage II: point 1.8.3. of Annex IV to Regulation (EU) No 168/2013 in its version applicable on 19.2.2019)	134/2014	C2’

(c) the following rows are inserted after the row relating to ‘System: environmental on-board diagnostic (OBD Stage II: point 1.8.3 of Annex IV to Regulation (EU) No 168/2013)’:

‘System: environmental on-board diagnostic (OBD Stage I: point 1.8.3. of Annex IV to Regulation (EU) No 168/2013)	134/2014	C3
System: environmental on-board diagnostic (OBD Stage II: point 1.8.4. of Annex IV to Regulation (EU) No 168/2013),	134/2014	C5
System: environmental on-board diagnostic (OBD Stage II: point 1.8.5. of Annex IV to Regulation (EU) No 168/2013).	134/2014	C6’

(4) Annex VIII is amended as follows:

(a) point 2.2.1.1.2 is replaced by the following:

‘2.2.1.1.2. Environmental step of test vehicle: Euro 3, Euro 4, Euro 5, Euro 5+ ⁽³⁾ ⁽⁴⁾’;

(b) point 2.2.1.9.3 is amended as follows:

(i) the heading is replaced by the following:

‘2.2.1.9.3. Test type VIII environmental results (Annex VI (B1) to Regulation (EU) No 168/2013) ⁽³⁾’;

(ii) Table 5-11 is amended as follows:

— the heading is replaced by the following:

‘Table 5-11

OBD emission thresholds (section B1 of Annex VI to Regulation (EU) No 168/2013) and environmental test results in case of malfunction’,

— the cells relating to vehicle category L6e-A are deleted;

(c) in point 2.2.1.6.3.3.2, Table 5-7, is amended as follows:

(i) the text in second cell of the row concerning $TR_{TV1x}^{(i) (ii)}$ is replaced by:

‘ $x^{(v)}$ km’;

(ii) the following explanatory note is added:

‘(v) Replace x by 100, 2 500, or 3 500, in accordance with the provisions set out in Article 23(3), point (c) of Regulation (EU) No 168/2013.’;

(d) point 2.2.1.9.4 is amended as follows:

(i) the heading is replaced by the following:

‘2.2.1.9.4. Test type VIII environmental results (Annex VI (B2) to Regulation (EU) No 168/2013) ⁽³⁾’;

(ii) Table 5-12 is amended as follows:

— the heading is replaced by the following:

‘Table 5-12

OBD emission thresholds (section B2 of Annex VI to Regulation (EU) No 168/2013) and environmental test results in case of malfunction’,

— the text in the first cell of the row concerning vehicle category L3e – L7e is replaced by:

‘L3e, L4e, L5e and L7e’.

DECISIONS

COMMISSION IMPLEMENTING DECISION (EU) 2020/240

of 20 February 2020

amending the Annex to Implementing Decision (EU) 2020/47 on protective measures in relation to highly pathogenic avian influenza of subtype H5N8 in certain Member States

(notified under document C(2020) 1082)

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Council Directive 89/662/EEC of 11 December 1989 concerning veterinary checks in intra-Community trade with a view to the completion of the internal market ⁽¹⁾, and in particular Article 9(4) thereof,

Having regard to Council Directive 90/425/EEC of 26 June 1990 concerning veterinary checks applicable in intra-Union trade in certain live animals and products with a view to the completion of the internal market ⁽²⁾, and in particular Article 10(4) thereof,

Whereas:

- (1) Commission Implementing Decision (EU) 2020/47 ⁽³⁾ was adopted following outbreaks of highly pathogenic avian influenza of subtype H5N8 in holdings where poultry are kept in certain Member States and the establishment of protection and surveillance zones by those Member States in accordance with Council Directive 2005/94/EC ⁽⁴⁾.
- (2) Implementing Decision (EU) 2020/47 provides that the protection and surveillance zones established by the Member States listed in the Annex to that Implementing Decision, in accordance with Directive 2005/94/EC, are to comprise at least the areas listed as protection and surveillance zones in that Annex.
- (3) The Annex to Implementing Decision (EU) 2020/47 was recently amended by Commission Implementing Decision (EU) 2020/210 ⁽⁵⁾, following outbreaks of highly pathogenic avian influenza of subtype H5N8 in poultry in Germany and Poland that needed to be reflected in that Annex.
- (4) Since the date of adoption of Implementing Decision (EU) 2020/210, Czechia has notified the Commission of one additional outbreak of highly pathogenic avian influenza of subtype H5N8 in one holding where poultry are kept in the Pardubice region.
- (5) In addition, Bulgaria has notified the Commission of an outbreak of highly pathogenic avian influenza of subtype H5N8 in a holding where poultry are kept in the Plovdiv region.
- (6) Bulgaria is currently not listed in the Annex to Implementing Decision (EU) 2020/47, and the new outbreak in Czechia is outside the areas currently listed for Czechia in that Annex. Following these new outbreaks of highly pathogenic avian influenza of subtype H5N8, the competent authorities of those Member States have taken the necessary measures required in accordance with Directive 2005/94/EC, including the establishment of protection and surveillance zones around these new outbreaks.

⁽¹⁾ OJ L 395, 30.12.1989, p. 13.

⁽²⁾ OJ L 224, 18.8.1990, p. 29.

⁽³⁾ Commission Implementing Decision (EU) 2020/47 of 20 January 2020 on protective measures in relation to highly pathogenic avian influenza of subtype H5N8 in certain Member States (OJ L 16, 21.1.2020, p. 31).

⁽⁴⁾ Council Directive 2005/94/EC of 20 December 2005 on Community measures for the control of avian influenza and repealing Directive 92/40/EEC (OJ L 10, 14.1.2006, p. 16).

⁽⁵⁾ Commission Implementing Decision (EU) 2020/210 of 14 February 2020 amending the Annex to Implementing Decision (EU) 2020/47 on protective measures in relation to highly pathogenic avian influenza of subtype H5N8 in certain Member States (OJ L 43, 17.2.2020, p. 77).

- (7) The Commission has examined the measures taken by Bulgaria and Czechia in accordance with Directive 2005/94/EC and it is satisfied that the boundaries of the protection and surveillance zones, established by the competent authorities of those Member States, are at a sufficient distance to the holdings where the recent outbreaks of highly pathogenic avian influenza of subtype H5N8 have been confirmed.
- (8) In order to prevent any unnecessary disturbance to trade within the Union and to avoid unjustified barriers to trade being imposed by third countries, it is necessary to rapidly describe at Union level, in collaboration with Bulgaria and Czechia, the new protection and surveillance zones established by those Member States in accordance with Directive 2005/94/EC. Therefore, the protection and surveillance zones listed for Czechia, in the Annex to Implementing Decision (EU) 2020/47, should be amended, and new protection and surveillance zones should be listed for Bulgaria.
- (9) Accordingly, the Annex to Implementing Decision (EU) 2020/47 should be amended to update regionalisation at Union level to include the new protection and surveillance zones established by Bulgaria and Czechia, in accordance with Directive 2005/94/EC, and the duration of the restrictions applicable therein.
- (10) Implementing Decision (EU) 2020/47 should therefore be amended accordingly.
- (11) Given the urgency of the epidemiological situation in the Union as regards the spread of highly pathogenic avian influenza of subtype H5N8, it is important that the amendments made to the Annex to Implementing Decision (EU) 2020/47 by this Decision should take effect as soon as possible.
- (12) The measures provided for in this Decision are in accordance with the opinion of the Standing Committee on Plants, Animals, Food and Feed,

HAS ADOPTED THIS DECISION:

Article 1

The Annex to Implementing Decision (EU) 2020/47 is replaced by the text set out in the Annex to this Decision.

Article 2

This Decision is addressed to the Member States.

Done at Brussels, 20 February 2020.

For the Commission
Stella KYRIAKIDES
Member of the Commission

ANNEX

The Annex to Implementing Decision (EU) 2020/47 is replaced by the following:

‘ANNEX

PART A

Protection zones in the concerned Member States as referred to in Articles 1 and 2:

Member State: Bulgaria

Area comprising:	Date until applicable in accordance with Article 29(1) of Directive 2005/94/EC
Plovdiv region:	
Municipality of Rakovski: — Rakovski city	15.3.2020

Member State: Czechia

Area comprising:	Date until applicable in accordance with Article 29(1) of Directive 2005/94/EC
Pardubice region:	
Bělešovice (750468), Blížňovice (618322), Bořice u Hrochova Týnce (608190), Čankovice (618331), Čeradice nad Loučnou (619655), Dolní Roveň (630080) - jižní část katastrálního vymezená silnicí č. 322, Holešovice u Chroustovic (641111), Horní Roveň (643971) - jižní část katastrálního vymezená silnicí č. 322, Chroustovice (654264), Lipec u Slepotic (750476), Moravany nad Loučnou (698482), Platěnice (698491), Slepotic (750492), Turov nad Loučnou (771732)	13.3.2020

Member State: Germany

Area comprising:	Date until applicable in accordance with Article 29(1) of Directive 2005/94/EC
BADEN-WÜRTTEMBERG, Kreis Hohelohenkreis:	
Folgende Gemarkungen sind vollständig enthalten: — Bretzfeld — Adolzfurt — Scheppach — Rappach Teilweise enthalten sind die Gemarkungen — Bitzfeld — Verrenberg — Windischenbach — Pfedelbach — Geddelsbach — Unterheimbach — Obersulm — Waldbach — Dimbach — Schwappach — Beginnend im Nordosten an der Gemarkungsgrenze Bitzfeld Schnittpunkt A6 weiter an der Gemarkungsgrenze südlich bis zur L 1036	28.2.2020

Area comprising:	Date until applicable in accordance with Article 29(1) of Directive 2005/94/EC
— Nach Osten entlang Feldweg am Gewann Unteress Gässle entlang zum Schnittpunkt der Eisenbahnlinie HN-Waldenberg und der K2336 — Auf der K2336 durch Verrenberg bis zur T-Kreuzung — auf Höhe des Funkturms abbiegend auf einem Feldweg nach Süden Richtung Golberhöfe — Bis Einmündung auf die Golbergstraße — Auf der Golbergstraße in Windischenbach bis zur Einmündung auf die L1036 — Auf der L1036 nach Süden bis zum Ortsausgang Windischenbach bis zur Kreuzung Adolzfurter Straße — Weiter auf Adolzfurter Straße nach Osten bis zur Einmündung Burghofstraße — Auf der Burghofstraße 350 m nach Süden — An der Kreuzung auf einem Feldweg 250 m weiter Richtung Südosten — Weiter auf dem Feldweg zwischen den Gewannen Wolfsbül und Holzbühl Richtung Süden — Auf diesem Feldweg weiter durch das Waldgebiet Spörershölzle bis zum Feldweg In der Lohklinge — Auf dem Feldweg In der Lohklinge bis zur K 2346 in Buchhorn — Abbiegend auf die K2346 nach Südwesten durch Buchhorn — Auf der K2346 bis zum Aussiedlerhof Fleisch am Höhenweg — Dort abbiegend auf einen Feldweg Richtung Westen 500 m zwischen den Gewannen Große Äcker und Hintere Halden — Nach 500 m Abbiegend nach Süden — An der Gemarkungsgrenze Pfedelbach und Geddelsbach nach Westen auf einem Feldweg nordwestlich vorbei an den Ausiedlerhöfen Hintere Halden — Am Gebäude Geddelsbacher Helden 28 auf den Weg Richtung Westen bis zum Haus Geddelsbacher Helden 24 — Am Haus Geddelsbacher Helden 24 abbiegend Richtung Süden auf einem Feldweg bis zur Einmündung auf die K 2345 — Querung der K2345 — Weiter auf dem Feldweg Richtung Unterheimbach bis zur Einmündung auf die L 1090 in Unterheimbach — Auf der L1090 Richtung Südosten bis zur Schulstraße am Sportplatz — Nach der Sporthalle auf einer gedachten Linie 1,3 Km Richtung Westen bis zu einem Bach — An dem Bach 80 m entlang Richtung Süden von dort 280 m auf einer gedachten Linie nach Südwest zum nächsten Waldweg — Auf dem Waldweg 130 m nach Nordwesten im Wald Sandrain — Zwischen dem Wald Sandrain und Salenwald 1 km Richtung Südosten — Durch die Otterklinge nach Südwest bis zum Bach in der Rauchklinge — Entlang der der Gemarkungsgrenze Adolzfurt einschließend bis zur Gemeindegrenze Obersulm — Entlang der Gemeindegrenze Bretzfeld/Obersulm nach Nordwest, Bretzfeld einschließend, bis zur Feldwegkreuzung Steigwald und Eulenklinge — Von dort auf einem Feldweg Richtung Ortseingang Affaltrach — Von dort entlang eines Bachlaufs nach Norden zur L 1035, Affaltrach ausschließend — Querung der L 1035 — Weiter entlang am Mittelbach bis zum Ortseingang Affaltrach, dort am Ortsrand entlang nach Norden zur K 2110, Affaltrach ausschließend — Auf der K1035 Richtung Nordosten bis zur Gemeindegrenze Obersulm/Bretzfeld, Bretzfeld einschließend — Auf einer gedachten Linie 300 m in Nordwestlicher Richtung zum Waldrand Buchhau, Gewann Sperbelhau nördlich einschließend — Am Waldrand entlang Richtung Nordwesten bis zur Querung eines Wassergrabens — Von hier auf einer gedachten Linie nach Norden, westlich der Ortschaft Waldbach, Waldbach einschließend bis zur K 2341 — Querung der K 2341 — Auf einer gedachten Linie Richtung Nord-Nordost bis zum Dimbach — Auf einem Feldweg 300 m nach Nordwest, von dort auf einem Feldweg nach Nordosten bis zur A6 — Querung der A6 — Auf der Schwarzenbergstraße bis zur Ringstraße, Ostliche Teile von Schwappach einschließend	

Area comprising:	Date until applicable in accordance with Article 29(1) of Directive 2005/94/EC
— Auf der Ringstraße nach Norden bis zur Kreuzung L1089 — Weiter auf der Moosbachstraße Richtung Norden bis zum Kreisverkehr der L1036 — Vom Kreisverkehr Richtung Osten auf L1036 bis zur A6 — Auf der A6 Richtung Osten bis Startpunkt	
BADEN-WÜRTTEMBERG, Kreis Heilbronn:	
Teilweise enthalten sind die Flur Eschenau: — Von Landkreisgrenze Heilbronn Landkreis entlang Köberleweg Richtung Eschenau — entlang des Michelbach bis zur Straße Eschenauer Berg — östlich der Bebauung zur K2110 — entlang der K2110 bis zur Landkreisgrenze	28.2.2020

Member State: Hungary

Area comprising:	Date until applicable in accordance with Article 29(1) of Directive 2005/94/EC
Komárom-Esztergom megye:	
Ács és Bábolna települések közigazgatási területeinek a 47.687049 és a 17.989846, a 47.690195 és a 17.995825, valamint a 47.686220 és a 17.987319 GPS-koordináták által meghatározott pont körüli 3 km sugarú körön belül eső területei	17.2.2020

Member State: Slovakia

Area comprising:	Date until applicable in accordance with Article 29(1) of Directive 2005/94/EC
Čadca region:	
Municipalities: Stará Bystrica, Radôstka	18.2.2020

Member State: Poland

Area comprising:	Date until applicable in accordance with Article 29(1) of Directive 2005/94/EC
W województwie wielkopolskim w powiecie wolsztyńskim:	
1. W gminie Wolsztyn miejscowości: Berzyna, Stary Widzim Piekiełko, Adamowo Piekiełko, Kębłowo Kolonia, część miejscowości Niałek Wielki położona na południe od drogi nr 32	20.2.2020
W województwie warmińsko – mazurskim w powiecie iławskim	
W gminie Zalewo: Rąbity, Międzychód, Zatyki, Surbajny, Koziny, Kupin, Rudnia	20.2.2020
W województwie warmińsko – mazurskim w powiecie ostródzkim	
W gminie Grunwald miejscowości: Góry Lubiańskie, Zybułtowo, Lubian, Mielno, Stębark	4.3.2020
W województwie śląskim w powiecie raciborskim:	
W gminie Kuźnia Raciborska, miejscowości: Ruda Kozielska, część miejscowości Rudy położona na zachód od drogi nr 919	20.2.2020

Member State: Romania

Area comprising:	Date until applicable in accordance with Article 29(1) of Directive 2005/94/EC
Județul Maramureș	
Oraș Seini Oraș Seini - localitatea Săbișa	13.2.2020
Județul Satu Mare	
Comuna Pomi, localitatea Pomi	13.2.2020

PART B

Surveillance zones in the concerned Member States as referred to in Articles 1 and 3:

Member State: Bulgaria

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
Plovdiv region:	
Rakovski municipality: — Rakovski city	From 16.3.2020 until 24.3.2020
Brezovo municipality: — Otets Kirilovo — Draganovo — Borets — Pudarsko Rakovski municipality: — Momino selo — Stryama — Shishmantsi — Bolyarino Kaloyanovo municipality: — Glavatar Maritsa municipality: — Yasno pole — Manolsko Konare — Trilistnik	24.3.2020

Member State: Czechia

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
Pardubice region:	
Bělešovice (750468), Blížňovice (618322), Bořice u Hrochova Týnce (608190), Čankovice (618331), Čeradice nad Loučnou (619655), Dolní Roveň (630080) - jižní část katastrálního vymezená silnicí č. 322, Holešovice u Chroustovic (641111), Horní Roveň (643971) - jižní část katastrálního vymezená silnicí č. 322, Chroustovice (654264), Lipeč u Slepotic (750476), Moravany nad Loučnou (698482), Platěnice (698491), Slepotic (750492), Turov nad Loučnou (771732)	From 14.3.2020 until 23.3.2020
Blansko u Hrochova Týnce (648281), Bor u Chroustovic (761761), Brčekoly (761770), Časy (653004), Černá za Bory (619965), Dašice (624799), Dolní Bezděkov (628697), Dolní Roveň (630080) - severní část katastrálního vymezená silnicí č. 322, Dolní Ředice	23.3.2020

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
(630136) - jižní část katastrálního území vymezená silnicí č. 36, Dvakačovice (777617), Holice v Čechách (641146) - jižní část katastrálního území vymezené vodním tokem Ředického potoka, Honbice (641723), Horní Roveň (643971) - severní část katastrálního území vymezená silnicí č. 322, Horní Ředice (644013) - jižní část katastrálního území vymezená silnicí č. 36, Hostovice u Pardubic (645991), Hrochův Týnec (648299), Chrast (653799), Janovičky u Zámrsku (790931), Jaroslav (657522), Jenišovice u Chrudimi (658448), Kočí (667633), Komárov u Holic (668699), Kostěnice (670570), Lány u Dašic (679101), Lhota u Chroustovic (681164), Libanice (641731), Litětiny (685283), Lozice (687847), Mentour (693103), Městec (693278), Mnětice (619981), Moravanský (698474), Mravín (763322), Nabočany (700983), Opočno nad Loučnou (768995), Ostrov (715981), Ostřetín (716332), Poděčely (723622), Popovec u Řepníků (745227), Prachovice u Dašic (624802), Přestavky u Chrudimi (735159), Radhošť (737640), Radim (737798), Rosice u Chrasti (741191), Řestoky (745324), Sedlec u Vraclavi (785148), Sedlíščka (737658), Srbce u Luže (752878), Stičany (648311), Stradouň (755800), Synčany (761788), Štěnec (763331), Topol (667641), Trojovice (768529), Trusnov (769002), Tuněchody (771465), Týniště (772437), Uhersko (772976), Úhřetice (773298), Úhřetická Lhota (773301), Vejvanovice (777625), Velké Koloděje (779041), Veská (780979), Vinary u Vysokého Mýta (782190), Vraclav (785164), Vysoká u Holic (716341), Zájedec (790419), Zalažany (658464), Zminný (793388)	

Member State: Germany

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
BADEN-WÜRTTEMBERG, Kreis Hohelohenkreis:	
Folgende Gemarkungen sind vollständig enthalten: — Bretzfeld — Adolzfurt — Scheppach — Rappach Teilweise enthalten sind die Gemarkungen — Bitzfeld — Verrenberg — Windischenbach — Pfdelbach — Geddelbach — Unterheimbach — Obersulm — Waldbach — Dimbach — Schwappach — Beginnend im Nordosten an der Gemarkungsgrenze Bitzfeld Schnittpunkt A6 weiter an der Gemarkungsgrenze südlich bis zur L 1036 — Nach Osten entlang Feldweg am Gewinn Unteress Gässle entlang zum Schnittpunkt der Eisenbahnlinie HN-Waldenberg und der K2336 — Auf der K2336 durch Verrenberg bis zur T-Kreuzung — auf Höhe des Funkturms abbiegend auf einem Feldweg nach Süden Richtung Golberhöfe — Bis Einmündung auf die Golbergstraße — Auf der Golbergstraße in Windischenbach bis zur Einmündung auf die L1036 — Auf der L1036 nach Süden bis zum Ortsausgang Windischenbach bis zur Kreuzung Adolzfurter Straße — Weiter auf Adolzfurter Straße nach Osten bis zur Einmündung Burghofstraße — Auf der Burghofstraße 350 m nach Süden — An der Kreuzung auf einem Feldweg 250 m weiter Richtung Südosten — Weiter auf dem Feldweg zwischen den Gewannen Wolfsbühl und Holzbühl Richtung Süden	From 29.2.2020 until 8.3. 2020

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
— Auf diesem Feldweg weiter durch das Waldgebiet Spörershölzle bis zum Feldweg In der Lohklinge — Auf dem Feldweg In der Lohklinge bis zur K 2346 in Buchhorn — Abbiegend auf die K2346 nach Südwesten durch Buchhorn — Auf der K2346 bis zum Aussiedlerhof Fleisch am Höhenweg — Dort abbiegend auf einen Feldweg Richtung Westen 500 m zwischen den Gewannen Große Äcker und Hintere Halden — Nach 500 m Abbiegend nach Süden — An der Gemarkungsgrenze Pfdelbach und Geddelbach nach Westen auf einem Feldweg nordwestlich vorbei an den Ausiedlerhöfen Hintere Halden — Am Gebäude Geddelbacher Helden 28 auf den Weg Richtung Westen bis zum Haus Geddelbacher Helden 24 — Am Haus Geddelbacher Helden 24 abbiegend Richtung Süden auf einem Feldweg bis zur Einmündung auf die K 2345 — Querung der K2345 — Weiter auf dem Feldweg Richtung Unterheimbach bis zur Einmündung auf die L 1090 in Unterheimbach — Auf der L1090 Richtung Südosten bis zur Schulstraße am Sportplatz — Nach der Sporthalle auf einer gedachten Linie 1,3 Km Richtung Westen bis zu einem Bach — An dem Bach 80 m entlang Richtung Süden von dort 280 m auf einer gedachten Linie nach Südwest zum nächsten Waldweg — Auf dem Waldweg 130 m nach Nordwesten im Wald Sandrain — Zwischen dem Wald Sandrain und Salenwald 1 km Richtung Südosten — Durch die Otterklinge nach Südwest bis zum Bach in der Rauchklinge — Entlang der der Gemarkungsgrenze Adolzfurt einschließend bis zur Gemeindegrenze Obersulm — Entlang der Gemeindegrenze Bretzfeld/Obersulm nach Nordwest, Bretzfeld einschließend, bis zur Feldwegkreuzung Steigwald und Eulenklinge — Von dort auf einem Feldweg Richtung Ortseingang Affaltrach — Von dort entlang eines Bachlaufs nach Norden zur L 1035, Affaltrach ausschließend — Querung der L 1035 — Weiter entlang am Mittelbach bis zum Ortseingang Affaltrach, dort am Ortsrand entlang nach Norden zur K 2110, Affaltrach ausschließend — Auf der K1035 Richtung Nordosten bis zur Gemeindegrenze Obersulm/Bretzfeld, Bretzfeld einschließend — Auf einer gedachten Linie 300 m in Nordwestlicher Richtung zum Waldrand Buchhau, Gewann Sperbelhau nördlich einschließend — Am Waldrand entlang Richtung Nordwesten bis zur Querung eines Wassergrabens — Von hier auf einer gedachten Linie nach Norden, westlich der Ortschaft Waldbach, Waldbach einschließend bis zur K 2341 — Querung der K 2341 — Auf einer gedachten Linie Richtung Nord-Nordost bis zum Dimbach — Auf einem Feldweg 300 m nach Nordwest, von dort auf einem Feldweg nach Nordosten bis zur A6 — Querung der A6 — Auf der Schwarzenbergstraße bis zur Ringstraße, Ostliche Teile von Schwappach einschließend — Auf der Ringstraße nach Norden bis zur Kreuzung L1089 — Weiter auf der Moosbachstraße Richtung Norden bis zum Kreisverkehr der L1036 — Vom Kreisverkehr Richtung Osten auf L1036 bis zur A6 — Auf der A6 Richtung Osten bis Startpunkt	
Folgende Gemarkungen sind vollständig enthalten: — Westernbach (Gemeinde Zweiflingen) — Baumerlenbach, Unterohrn, Verrenberg, Öhringen, Büttelbronn, Eckartsweiler, Cappel (Stadt Öhringen) — Pfdelbach, Windelbach, Oberohrn, Harsberg (Gemeinde Pfdelbach) — Siebeneich (Gemeinde Bretzfeld) Folgende Gemarkungen sind teilweise im Beobachtungsgebiet und im Sperrbezirk enthalten, die genaue Abgrenzung ist der Beschreibung des Sperrbezirks zu entnehmen: — Bitzfeld, Geddelbach, Unterheimbach, Waldbach, Dimbach, Schwabbach (Gemeinde Bretzfeld)	8.3.2020

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
— Verrenberg (Stadt Öhringen) — Windischenbach, Pfedelbach (Gemeinde Pfedelbach) Teilweise enthalten sind die Gemarkungen Möglingen und Ohrnberg (Gemeinde Öhringen): — Beginnend ab der Gemarkungsgrenze Möglingen-Kochersteinsfeld-Ohrnberg — vorbei an den Gewannen Hummeläcker und Streich — weitergedacht bis zum nördlichsten Punkt der Kleingartensiedlung (Gewann Streichberg) — Linie weitergedacht bis zur L1045 Teilweise enthalten ist die Gemarkung Zweiflingen: — über die Gewanne Schießäcker einmündend in den Feldweg am Waldrand unterhalb des Gewanns Weite Gruben dann in gleicher Richtung weiterführend bis zur Schießhofer Straße, die Schießhofer Straße Richtung Süden bis Pfahlbach — dann entlang der K2330 bis zum Limes Blick Zweiflingen — nach Osten abbiegend entlang der Kärcher Straße am Golfplatz vorbei bis zum Kreisel L1050 — weiter nach Süden auf der L1050 bis zur Einmündung K2354 — weiter entlang der K2354, die A6 querend Teilweise enthalten sind die Gemarkungen Neuenstein und Obersöllbach: — bis nach dem Gewann Wachtbaumäcker in Richtung Neuenstein, — dann abbiegend in Richtung Südwesten, — dann 2. Feldweg links abbiegend — dann entlang des Wegs zwischen den Baugebieten Riedweg Teil 1 und Teil 2 nach Süden, die Bahnlinie queren, südlich vorbei am Wohngebiet Steigerbrünnele — Linie weiter gedacht am Sportgelände vorbei bis zur Brücke über den Epbach (Bergstraße) — dann die L1051 und L1036 queren, dann auf die K2357 bis zur Gemarkungsgrenze Obersöllbach-Eschelbach — entlang des Gewanns Obere Halde die K2355 und das Gewann Bühl querend — dann weiter Richtung Süden in Richtung Pfaffenberg — östlich vorbei am Pfaffenberg, die Gemeindegrenze nach Öhringen querend Teilweise enthalten ist die Gemarkung Michelbach: — den Weg weiter bis Rohrklinge — dann weiter Richtung Süden durch die Gewanne Brenntenholz und Erlen — dann die K2387 kreuzen, weiter in Richtung Süden nach Mittelsteinbach durch das Gewann Koppenwiesenschlag, Teilweise enthalten ist die Gemarkung Untersteinbach: — weiter in Richtung Süden durch die Gewanne Holderberg und Göttele — östlich an Mittelsteinbach vorbei auf den Herdenweg, dann bis zum Wasserhochbehälter vor Untersteinbach — dann Weiter Richtung Süden an der Siedlungsgrenze bis zur Straße In der Heid — dann weiter entlang des Wegs in Richtung Süden bis zur Schuppacher Straße (K2360) — auf K2360 weiter bis Floßholz, dann entlang des Wegs parallel zum Lohklingenbach in Richtung Südwesten bis ca. 150 m vor der Kehre zur Kreisgrenze SHA	
BADEN-WÜRTTEMBERG, Kreis Heilbronn:	
Teilweise enthalten sind die Flur Eschenau: — Von Landkreisgrenze Heilbronn Landkreis entlang Köberleweg Richtung Eschenau — entlang des Michelbach bis zur Straße Eschenauer Berg — östlich der Bebauung zur K2110 — entlang der K2110 bis zur Landkreisgrenze	From 29.2.2020 until 8.3.2020
Folgende Gemeinden sind vollständig enthalten: — Löwenstein — Lehensteinsfeld — Ellhofen — Langenbrettach — Eberstadt — Wüstenrot Folgende Gemarkungen sind vollständig enthalten: — Grantschen (Gemeinde Weinsberg) — Wimmmental (Gemeinde Weinsberg)	8.3.2020

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
— Cleversulzbach (Gemeinde Neuenstadt) - Teilweise enthalten ist die Gemeinde Obersulm: — ausgenommen: der im Sperrbezirk liegende Teil - Teilweise enthalten ist die Gemarkung Unterheinriet (Gemeinde Untergruppenbach): — An der Gemeindegrenze zwischen Sandberg und Vorhof in westlicher Richtung bis zur Forststraße; — auf Feldweg nördlich von Vorhof Richtung Waldrand, entlang bis zur Schozach; — nördlich am Braunenwald entlang Zufluss zur Schozach; — westlich entlang Waldrand bis zur Wegkreuzung unterhalb Hagelsberg; — entlang Forstweg in nördlicher Richtung bis zur Gemeindegrenze Lehensteinsfeld - Teilweise enthalten ist die Gemarkung Weinsberg (Gemeinde Weinsberg): — Gemeindegrenze zu Lehensteinsfeld an der A81 entlang in nördlicher Richtung bis zur Gemeindegrenze Eberstadt - Teilweise enthalten ist die Gemarkung Neuenstadt (Gemeinde Neuenstadt): — Gemeindegrenze Eberstadt Feld/Forstweg von Buchhorn Richtung Neuenstadt – Daistler; — bei den Aussiedlerhöfen in westlicher Richtung bis zum Limbach; — vom Limbach zur Cleversulzbacherstraße weiter zur K2007 bis zur Öhringerstraße über die A81 bis zur Kocher - Teilweise enthalten ist die Gemarkung Gochsen (Gemeinde Hardthausen): — von der A81 zur Kocher am Fluss entlang bis Buchsmühle; — Feldweg nördlich des Sportplatz Richtung Hintere Berge – Dörnet – Bühl – Lampoldshausenerstraße – Feldweg westlich zur K2014; — südlich des Gänskirchhofs in westlicher Richtung zur Landkreisgrenze	
BADEN WÜRTTEMBERG, Kreis Schwäbisch-Hall:	
Folgende Gemarkungen sind vollständig enthalten: Ammertsweiler (Gemeinde Mainhardt) Teilweise enthalten ist die Gemarkung Geißelhardt (Gemeinde Mainhardt): — Von der Gemarkungsgrenze (Ammertsweiler/Geißelhardt) links entlang der L1050 bis zur Abzweigung Streithag — gesamter Ortsteil Streithag — von Streithag Richtung Waldrand Lohklingen Wald, links entlang des Waldrandes bis zur Kreisgrenze Schwäbisch-Hall	8.3.2020

Member State: Hungary

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
Komárom-Esztergom megye:	
Bana, Bábolna, Csém, Kisigmánd, Komárom, Mocs, Nagyigmánd és Tárkány települések közigazgatási területének a 47.687049 és a 17.989846, a 47.690195 és a 17.995825, valamint a 47.686220 és a 17.987319 GPS-koordináták által meghatározott pont körüli 10 km sugarú kör által határolt területen belül és a védőközvetlen kívül eső területei	26.2.2020
Ács és Bábolna települések közigazgatási területeinek a 47.687049 és a 17.989846, a 47.690195 és a 17.995825, valamint a 47.686220 és a 17.987319 GPS-koordináták által meghatározott pont körüli 3 km sugarú körön belül eső területei	From 18.2.2020 until 26.2.2020
Győr-Moson-Sopron megye:	
Bőny, Nagyszentjános és Rétalap települések közigazgatási területeinek a 47.687049 és a 17.989846 valamint 47.690195 és 17.995825 GPS-koordináták által meghatározott pont körüli 10 km sugarú körön belül eső területei	26.2.2020

Member State: Slovakia

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
Nitra region:	
Municipalities in region Nitra: City Komárno part of Nová Stráž, part of municipality Žitná na Ostrove	26.2.2020
Čadca region:	
Municipalities: Stará Bystrica, Radôstka, Vychylovka	From 19.2.2020 until 27.2.2020
Municipalities: Klubina, Zborov nad Bystricou, Krásno nad Kysucou, Nová Bystrica, Dunajov	27.2.2020
Žilina region:	
Municipality: Lutiše, Horná Tižiná	27.2.2020
Kysucké Nové Mesto region:	
Municipality: Lodno, part of municipalities: Kysucký Lieskovec, Horný Vadičov	27.2.2020

Member State: Poland

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
W województwie wielkopolskim, w powiecie ostrowskim:	
1. W gminie Raszków miejscowości: Rąbczyn, Jelitów, Jaskółki, Radłów, południowa część miejscowości Przybysławice od numeru 144 do nr 35 2. W gminie Ostrów Wielkopolski miejscowości: Zacharzew, Lamki, Zalesie, Świeligów 3. Część północno - zachodnia miasta Ostrów Wielkopolski od ulicy Miodowej nr 5, Radłowskiej 65 przez ulice Profesora Jachimka, Przymiejską, Krotoszyńską, Owsianą do ulicy Topolowej 62	From 14.2.2020 until 23.2.2020
W województwie wielkopolskim, w powiatach ostrowskim i krotoszyńskim:	
W powiecie ostrowskim: 1. W gminie Raszków miejscowości: Rąbczyn, Raszków, Pogrzebów, Głogowa, Skrzebowa, Moszczanka, Biniew, Bieganin, Szczurawice, Walentynów, Niemojewiec, Janków Zalesny, Sulisław, pozostała część miejscowości Przybysławice poza obszarem zapowietrzonym, południowa część miejscowości Korytnica do ulicy Jarocińskiej 6; 2. W gminie Ostrów Wielkopolski miejscowości: Łakociny, Daniszyn, Gorzyce Wielkie, Radziwiłłów, Topola Mała, Słaborowice, Franklinów, Lewków, Szczury, Wysocko Wielkie, Cegły, Kołtąjew, Karski, Stary Staw, Mazury- część wschodnia do numeru 8, Czekanów- zachodnia część od ulicy Kaliskiej 12, Kwiatków- zachodnia część od numeru 7A 3. Pozostała część miasta Ostrów Wielkopolski poza obszarem zapowietrzonym 4. W gminie Przygodzice miejscowości: Topola Wielka, Topola Osiedle, Janków Przygodzki, Wysocko Małe 5. W gminie Odolanów miejscowości: Nabyszyce, Wierzбно, Tarchały Wielkie, Tarchały Małe, Gorzyce Małe W powiecie krotoszyńskim: W gminie Krotoszyn miejscowości: Baszyny, Ugrzele, Janów, Orpiszew, Świnków	23.2.2020
W województwie wielkopolskim, w powiecie szamotulskim:	
W gminie Ostroróg miejscowości: Zapust, Wielonek, Klemensowo, Rudki Huby, Ostroróg	From 16.2.2020 until 25.2.2020.

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
W województwie wielkopolskim, w powiecie szamotulskim:	
1. W gminie Kaźmierz miejscowości: Sokolniki Wielkie, Sokolniki Małe, Wierzchaczewo; 2. W gminie Ostroróg miejscowości: Bobulczyn, Oporowo, Kluczewo, Kluczewo Huby, Szczepankowo, Karolewo, Rudki, Piaskowo, Forestowo, Bielejewo, Binino, Dobrojewo; 3. W gminie Obrzycko miejscowości: Gaj Mały, Karolin, Pęckowo, Ordzin, Koźmin, Dobrogostowo, Lizbona; 4. W gminie Pniewy miejscowości: Przystanki, Dębina, Buszewko, Buszewo, Dęborzyce, Mielno, Szymanowo, Zajączkowo, Psarski, Nojewo, Psarki, Nosalewo 5. W gminie Wronki miejscowości: Samołęż, Nowa Wieś, Huby Oporowo, Marianowo, Wierzchocin, Głuchowo W gminie Szamotuły miejscowości: Czyściec, Krzeszkowice, Kamionka, Otorowo, Lipnickie Huby, Lipnica, Brodziszewo, Emilianowo, Gałowo, Jastrowo, Ostrolesie, Koźle, Śmiłowo, Szamotuły	25.2.2020
W województwie wielkopolskim, w powiecie międzychodzkim	
W gminie Chrzypsko Wielkie miejscowość Orle Wielkie	25.2.2020
W województwie wielkopolskim w powiecie wolsztyńskim:	
W gminie Wolsztyn miejscowości: Berzyna, Stary Widzim Piekiełko, Adamowo Piekiełko, Kęblowo Kolonia, część miejscowości Niałek Wielki położona na południe od drogi nr 32	From 21.2.2020 until 29.2.2020
W województwie wielkopolskim w powiatach wolsztyńskim i grodziskim:	
W powiecie wolsztyńskim: 1. W gminie Wolsztyn miejscowości: Stary Widzim, Świętno, Stradyń, Obra, Wroniawy, Stara Dąbrowa, Adamowo, Gościeszyn, Błocko, Tłoki, Wolsztyn, Karpicko, Nowe Tłoki, Chorzemin, Powodowo, Nowa Obra, Nowa Dąbrowa, Krutla, Nowy Młyn, Zdrogowo, Świętno, część miejscowości Niałek Wielki położona na północ od drogi nr 32; 2. W gminie Przemęt miejscowości: Solec, Solec Nowy, Mochy; 3. W gminie Siedlec miejscowości: Jaromierz, Jazyniec, Kielkowo, Żodyń, Siedlec, Kielpiny Kolonia W powiecie grodziskim: W gminie Rakoniewice miejscowości: Głodno, Cegielsko Adolfowo, Łąkie, część miejscowości Rostarzewo położona na zachód od ulic Topolowej i Ogrodowej	29.2.2020
W województwie lubuskim w powiecie zielonogórskim	
W gminie Kargowa miejscowości: Obra Dolna, Nowy Jaromierz	29.2.2020
W województwie warmińsko – mazurskim w powiecie iławskim	
W gminie Zalewo miejscowości: Rąbity, Międzychód, Zatyki, Surbajny, Koziny, Kupin, Rudnia	From 21.2.2020 until 29.2.2020
W województwie warmińsko – mazurskim w powiatach iławskim, ostródzkim:	
Powiat iławski: W gminie Zalewo miejscowości: Karpowo, Śliwa, Dajny, Barty, Pozorty, Girgajny, Mazanki, Janiki Wielkie, Janiki Małe, Jańskowo, Wielowieś, Boreczno, Duba, Mozgowo, Huta Wielka, Skitławki, Urowo, Gubławki, Wieprz, Matyty, Polajny, Jerzwałd, Rucewo, Kiemiany, Dobrzyki, Witoszewo, Gajdy, Półwieś, Zalewo, Bajdy, Sadławki, Bądko, Bednarzówka, Brzeziniak, Jezierce, Bukowiec, Likszajny, Tarpno, Nowe Chmielówko Powiat ostródzki: 1. W gminie Małdyty miejscowości: Wielki Dwór, Jarnońto, Fiugajki, Drynki, Pleśno, Leszczynka Mała, Linki, Klonowy Dwór, Płękity, Smolno, Kanty, Bagnity, Wodziany, Surzyki Małe, Surzyki Wielkie; 2. W gminie Miłomłyn miejscowości: Skarpa, Ligi	29.2.2020

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
W województwie pomorskim w powiecie sztumskim:	
W gminie Stary Dzierżoń od granicy województwa pomorskiego wzdłuż drogi łączącej miejscowości Bajdy-Przezmark do miejscowości Przezmark, następnie po drugiej stronie drogi wojewódzkiej 519 wzdłuż jeziora Motława Wielka do miejscowości Danielówka, dalej drogą leśną do jeziora Witoszewskiego w województwie warmińsko-mazurskim.	29.2.2020
W województwie warmińsko – mazurskim w powiecie ostródzkim:	
W gminie Grunwald miejscowości: Góry Lubiańskie, Zybułtowo, Lubian, Mielno, Stębark	From 5.3.2020 until 13.3.2020
W województwie warmińsko – mazurskim w powiatach: ostródzkim, działdowskim, nidzickim, olsztyńskim:	
1. w powiecie ostródzkim: — w gminie Grunwald miejscowości: Dylewko, Dąbrowo, Frygnowo, Grabiczki, Gierzwałd, Grunwald, Kiersztanowo, Kitnowo, Korsztyn, Lipowa Góra, Lubianek, Łącko, Łodwigowo, Marcinkowo, Omin, Pacółtowo, Pacółtówko, Rzepki, Tymawa, Ulnowo, Wróble, Zapieka, — w gminie Dąbrówno miejscowości: Gardyny, Łogdowo, Osiekowo, Ostrowite, Samin, Saminek; 2. w powiecie działdowskim w gminie Działdowo miejscowość Jankowice; 3. w powiecie nidzickim w gminie Kozłowo miejscowości: Browina, Turowo, Turówko, Wronowo; 4. w powiecie olsztyńskim w gminie Olsztynek miejscowości: Czarci Jar, Dębowa Góra, Drwęck, Gąsiorowo Olsztyneckie, Gibała, Gierdałki, Jadamowo, Juńcza, Królikowo, Lichtajny, Lutek, Nowa Wieś Ostródzka, Pawłowo, Sitno, Waplewo, Warglewo	13.3.2020
W województwie śląskim w powiecie raciborskim:	
W gminie Kuźnia Raciborska, miejscowości: Ruda Kozielska, część miejscowości Rudy położona na zachód od drogi nr 919	From 21.2.2020 until 29.2.2020
W województwie śląskim w powiatach raciborskim, rybnickim, gliwickim, w powiecie miejskim Rybnik:	
W powiecie raciborskim: 1. W gminie Kuźnia Raciborska miejscowości: Kuźnia Raciborska, Jankowice, Siedliska, część miejscowości Budziska położona na wschód od ulic Leśnej, Szkolnej, Głównej i Fabrycznej, część miejscowości Rudy położona na wschód od drogi nr 919; 2. W gminie Nędza, miejscowości: Szymocice, Górki Śląskie, część miejscowości Nędza położona na wschód od linii kolejowej łączącej miejscowości Racibórz – Kędzierzyn Koźle; W powiecie rybnickim: 1. W gminie Lyski miejscowości: Bogunice, Zwonowice, Sumina, Lyski, część miejscowości Adamowice położona na północ od ulic: Jana III Sobieskiego, Rybnickiej i Rolnej, część miejscowości Nowa Wieś położona na północ od ulicy Rybnickiej do drogi nr 923; 2. W gminie Gaszowice: część miejscowości Gaszowice położona na północ od ulic: Łąkowej, Wiejskiej, Rybnickiej, część miejscowości Szczerbice położona na północ od ulic: Rybnickiej, Głównej, Dworcowej; 3. W gminie Jejkowice: część miejscowości Jejkowice położona na północ od ulic: Głównej oraz Dworcowej; W powiecie miejskim Rybnik dzielnice: Stodoły, Grabownia, Chwałęcice, Ochojec, część dzielnicy Rybnicka Kuźnia położona na północ od ulicy Podmiejskiej, część dzielnicy Golejów położona na zachód od drogi nr 78 oraz na północ od ulicy Komisji Edukacji Narodowej;	29.2.2020
W powiecie gliwickim:	
1. W gminie Sośnicowice miejscowości: Tworóg Mały, Kuźniczka, Trachy, Bargłówka, część miejscowości Sierakowice położona na zachód od ulicy Sierakowskiej na terenach leśnych oraz ulicy Długiej, część miejscowości Smolnica położona na zachód od ulicy Łęgowskiej, część miejscowości Sośnicowice położona na zachód od ulicy Raciborskiej; 2. W gminie Pilchowice miejscowości: Stanica, część miejscowości Leboszowice położona na zachód od ulic: Smolnickiej i Wiejskiej, część miejscowości Pilchowice na zachód od ulic: Leboszowskiej, Wielopole, Dworcowej oraz ulicy Dolna Wieś, część miejscowości Wilcza położona na północny-zachód od drogi nr 78;	

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
W województwie opolskim w powiecie kędzierzyńsko-kozielskim:	
W gminie Bierawa miejscowości: Solarnia, Koblarnia, Goszyce, Dziergowice	29.2.2020

Member State: Romania

Area comprising:	Date until applicable in accordance with Article 31 of Directive 2005/94/EC
Județul Maramureș	
Oraș Seini Oraș Seini - localitatea Săbișa	From 14.2.2020 until 22.2.2020
Comuna Cicârlău- Localitatea Cicârlău Comuna Cicârlău - Localitatea Bârgău Comuna Cicârlău - Localitatea Handalu Ilbei Comuna Cicârlău - Localitatea Ilba Oraș Seini- Localitatea Viile Apei Comuna Ardușat- Localitatea Ardușat	22.2.2020
Județul Satu Mare	
Comuna Pomi, localitatea Pomi	From 14.2.2020 until 22.2.2020
Comuna Orașu Nou- Localitatea Orașu Nou Vii Comuna Orașu Nou- Localitatea Racșa Vii Comuna Pomi- Localitatea Aciua Comuna Pomi- Localitatea Bicău Comuna Pomi- Localitatea Borlești Comuna Apa- Localitatea Apa Comuna Apa- Localitatea Someșeni Comuna Crucișor- Localitatea Crucișor Comuna Crucișor- Localitatea Iegheriște Comuna Valea Vinului- Localitatea Valea Vinului Comuna Valea Vinului- Localitatea Roșiori Comuna Medieșu Aurit- Localitatea Medieș Rături Comuna Medieșu Aurit-Localitatea Medieș Vii Comuna Orașu Nou- Racșa	22.2.2020'

ACTS ADOPTED BY BODIES CREATED BY INTERNATIONAL AGREEMENTS

Only the original UN/ECE texts have legal effect under international public law. The status and date of entry into force of this Regulation should be checked in the latest version of the UN/ECE status document TRANS/WP.29/343, available at: <http://www.unece.org/trans/main/wp29/wp29wgs/wp29-gen/wp29fdocsts.html>

UN Regulation No 118 – Uniform technical prescriptions concerning the burning behaviour and/or the capability to repel fuel or lubricant of materials used in the construction of certain categories of motor vehicles [2020/241]

Incorporating all valid text up to:

Supplement 1 to the 03 series of amendments – Date of entry into force: 16 October 2018

This document is meant purely as documentation tool. The authentic and legally binding texts are:

- ECE/TRANS/WP.29/2013/12
- ECE/TRANS/WP.29/2016/14
- ECE/TRANS/WP.29/2017/16
- ECE/TRANS/WP.29/2017/18 and
- ECE/TRANS/WP.29/2018/24

CONTENTS

REGULATION

1. Scope
2. Definitions: General
3. Application for approval
4. Approval
5. Part I: Approval of a vehicle type with regard to the burning behaviour of the components used in the interior compartment, the engine compartment and any separate heating compartment and with regard to the burning behaviour of electric cables and cable sleeves or cable conduits used in the vehicle and/or the capability to repel fuel or lubricant of insulation materials used in the engine compartment and any separate heating compartment
6. Part II: Approval of a component with regard to its burning behaviour and/or its capability to repel fuel or lubricant
7. Modification of the type and extension of approval
8. Conformity of production
9. Penalties for non-conformity of production
10. Production definitively discontinued
11. Names and addresses of Technical Services responsible for conducting approval tests and of Type Approval Authorities
12. Transitional provisions

ANNEXES

1. Information document for vehicle
2. Information document for component
3. Communication (concerning approval of a vehicle type)

4. Communication (concerning approval of a component type)
5. Arrangements of approval marks
6. Test to determine the horizontal burning rate of materials
7. Test to determine the melting behaviour of materials
8. Test to determine the vertical burning rate of materials
9. Test to determine the capability of materials to repel fuel or lubricant
10. Test to determine the resistance to flame propagation of electrical cables

1. SCOPE

- 1.1. This Regulation applies to the burning behaviour (ignitibility, burning rate and melting behaviour) and to the capability to repel fuel or lubricants of materials used in vehicles of categories M₃, Classes II and III ⁽¹⁾.

Type approvals are granted according to:

- 1.2. Part I – Approval of a vehicle type with regard to the burning behaviour and/or the capability to repel fuel or lubricant of the components used in the interior compartment, the engine compartment and any separate heating compartment and with regard to the burning behaviour of electric cables and cable sleeves or cable conduits used for protecting electric cables in the vehicle.
- 1.3. Part II – Approval of a component with regard to its burning behaviour and/or its capability to repel fuel or lubricant installed in the interior compartment, the engine compartment or any separate heating compartment.

2. DEFINITIONS: GENERAL

- 2.1. 'Manufacturer' means the person or body who is responsible to the Type Approval Authority for all aspects of the type approval process and for ensuring conformity of production. It is not essential that the person or body is directly involved in all stages of the construction of the vehicle or component which is the subject of the approval process.
- 2.2. 'Interior compartment' means any compartment intended for passengers, drivers and/or crew bounded by the interior facing surface(s) of:
- (a) The ceiling;
 - (b) The floor;
 - (c) The front, rear and side walls,
 - (d) The doors;
 - (e) The outside glazing;
- 2.3. 'Engine compartment' means the compartment in which the engine is installed and in which a combustion heater may be installed.
- 2.4. 'Separate heating compartment' means a compartment for a combustion heater located outside the interior compartment and the engine compartment.
- 2.5. 'Production materials' means products, in the form of bulk materials (e.g. rolls of upholstery) or preformed components, supplied to a manufacturer for incorporation in a vehicle type approved under this Regulation, or to a workshop for use in the business of vehicle maintenance or repair.
- 2.6. 'Seat' means a structure which may or may not be integral with the vehicle structure, complete with trim, intended to seat one adult person. The term covers both an individual seat or part of a bench seat intended to seat one adult person.

⁽¹⁾ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6, paragraph 2.

- 2.7. 'Group of seats' means either a bench-type seat, or seats which are separate but side by side (i.e. with the foremost anchorages of one seat in line with or forward of the rearmost anchorages and in line with or behind the foremost anchorages of another seat) and which accommodate one or more seated adult persons.
- 2.8. 'Bench seat' means a structure complete with trim, intended to seat more than one adult person.
- 2.9. 'Material installed in a vertical position' means materials installed in the interior compartment, the engine compartment and any separate heating compartment of the vehicle such that its slope exceeds 15 per cent from the horizontal when the vehicle is at its mass in running order and it is standing on a smooth and horizontal ground surface.
- 2.10. 'Electrical cable' means a single-core or multi-core cable, when applicable sheathed, screened and unscreened, two or more cores running side by side and bonded, twisted, or braided together, including cores to form a single assembly enabling the transfer of electrical signals from one device to the other.
- 2.11. 'Cable sleeve' means any component that enfolds single cables to a multi-core cable or electrical harness.
- 2.12. 'Cable conduit' means any component that covers electrical cables to guide or route the cables (e.g. tubes, channels, ducts) or fasten electrical cables to the vehicle.
3. APPLICATION FOR APPROVAL
- 3.1. The application for approval of a vehicle or component type with regard to this Regulation shall be submitted by the manufacturer.
- 3.2. It shall be accompanied by an information document conforming to the model shown in Annex 1 or in Annex 2.
- 3.3. The following shall be submitted to the Technical Service responsible for conducting the type approval tests:
- 3.3.1. In the case of approval of a vehicle: a vehicle representative of the type to be approved.
- 3.3.2. In the case of components already type approved: a list of the type approval numbers and maker's type designations of the parts concerned, shall be enclosed in the application for the vehicle type approval;
- 3.3.3. In the case of components without type approval:
- 3.3.3.1. Samples, the number of which is specified in Annexes 6 to 9, of the components used in the vehicles, which are representative of the type to be approved;
- 3.3.3.2. Furthermore, one sample shall be submitted to the Technical Service for future reference purposes;
- 3.3.3.3. For devices such as seats, curtains, separation walls, etc., the samples specified in paragraph 3.3.3.1 plus one complete device as mentioned above.
- 3.3.3.4. The samples shall be clearly and indelibly marked with the applicant's trade name or mark and the type designation.
4. APPROVAL
- 4.1. If the type submitted for approval to this Regulation meets the requirements of the relevant part(s) of this Regulation, approval of that type shall be granted.

- 4.2. An approval number shall be assigned to each type approved. Its first two digits (at present 03 corresponding to the 03 series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to another type of vehicle or component as defined in this Regulation.
- 4.3. Notice of approval or of extension of approval of a type pursuant to this Regulation shall be communicated to the Contracting Parties to the Agreement applying this Regulation, by means of one of the forms conforming to the models in Annexes 3 or 4, as appropriate, to this Regulation.
- 4.4. There shall be affixed, conspicuously and in a readily accessible location specified on the approval form, to every vehicle conforming to a type approved under this Regulation, an international approval mark consisting of:
- 4.4.1. A circle surrounding the letter 'E' followed by the distinguishing number of the country which has granted approval⁽²⁾;
- 4.4.2. The number of this Regulation, followed by the letter 'R', 'I' to indicate Part I of this Regulation, a dash and the approval number, to the right of the circle prescribed in paragraph 4.4.1.
- 4.4.3. If the vehicle conforms to a vehicle type approved, under one or more other Regulations annexed to the Agreement, in the country which has granted approval under this Regulation, the symbol prescribed in paragraph 4.4.1 need not be repeated; in such a case, the Regulations under which approval has been granted in the country which has granted approval under this Regulation shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1.
- 4.4.4. The approval mark shall be clearly legible and be indelible.
- 4.4.5. The approval mark shall be placed close to or on the vehicle data plate affixed by the manufacturer.
- 4.5. Production materials do not need to be individually marked. However, the packaging with which they are supplied shall be marked with an international approval mark consisting of:
- 4.5.1. A circle surrounding the letter 'E' followed by the distinguishing number of the country which has granted approval²;
- 4.5.2. The number of this Regulation, followed by the letter 'R', a 'II' to indicate Part II of this Regulation, a dash and the approval number, to the right of the circle prescribed in paragraph 4.4.1.
- 4.5.3. In the vicinity of the circle:
- 4.5.3.1. Symbols indicating the direction which the material may be installed:
- | | |
|---|---|
|  | For the horizontal direction (see paragraph 6.2.1), |
|  | For the vertical direction (see paragraphs 6.2.3 and 6.2.4), |
|  | For the horizontal and vertical directions (see paragraphs 6.2.1, 6.2.3 and 6.2.4); |
- 4.5.3.2. The symbol 'V' indicating that the material fulfils the requirements in paragraph 6.2.2.
- 4.5.4. The approval mark shall be clearly legible and be indelible.

⁽²⁾ The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.6 – <http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html>

- 4.6. Components may be marked with the approval mark prescribed in paragraph 4.5.
- 4.6.1. If marked, the marking of complete components such as seats, separation walls, luggage racks, etc., shall include the symbol 'CD' indicating that the component has been approved as a complete device.
- 4.7. Annex 5 to this Regulation gives examples of arrangements of approval marks.
5. PART I: APPROVAL OF A VEHICLE TYPE WITH REGARD TO THE BURNING BEHAVIOUR OF THE COMPONENTS USED IN THE INTERIOR COMPARTMENT, THE ENGINE COMPARTMENT AND ANY SEPARATE HEATING COMPARTMENT AND WITH REGARD TO THE BURNING BEHAVIOUR OF ELECTRIC CABLES AND CABLE SLEEVES OR CABLE CONDUITS USED IN THE VEHICLE AND/OR THE CAPABILITY TO REPEL FUEL OR LUBRICANT OF INSULATION MATERIALS USED IN THE ENGINE COMPARTMENT AND ANY SEPARATE HEATING COMPARTMENT
- 5.1. Definition
- For the purpose of Part I of this Regulation,
- 5.1.1. 'Vehicle type' means vehicles that do not differ in such essential respects as the manufacturer's type designation.
- 5.2. Specifications
- 5.2.1. The materials inside and no more than 13 mm beyond the interior compartment, materials of the engine compartment, materials of any separate heating compartment and electric cables, cable sleeves or cable conduits used in the vehicle to be type approved shall meet the requirements of Part II of this Regulation.
- 5.2.2. The materials and/or equipment used in the interior compartment, the engine compartment and any separate heating compartment and/or in devices approved as components, electric cables and cable sleeves or cable conduits used in the vehicle shall be so installed as to minimize the risk of flame development and flame propagation.
- 5.2.3. Such materials and/or equipment shall only be installed in accordance with their intended purposes and the test (s) which they have undergone (see paragraphs 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6 and 6.2.7), especially in relation to their burning and melting behaviour (horizontal/vertical direction) and/or their capability to repel fuel or lubricant.
- 5.2.4. Any adhesive agent used to affix the interior material to its supporting structure shall not, as far as possible, exacerbate the burning behaviour of the material.
6. PART II: APPROVAL OF A COMPONENT WITH REGARD TO ITS BURNING BEHAVIOUR AND/OR ITS CAPABILITY TO REPEL FUEL OR LUBRICANT
- 6.1. Definitions
- For the purpose of Part II of this Regulation,
- 6.1.1. 'Type of a component' means components which do not differ in such essential respects as:
- 6.1.1.1. The manufacturer's type designation,
- 6.1.1.2. The intended use (seat upholstery, ceiling lining, insulation, etc.),
- 6.1.1.3. The base material(s) (e. g. wool, plastic, rubber, blended materials),
- 6.1.1.4. The number of layers in the case of composite materials, and
- 6.1.1.5. Other characteristics in so far as they have an appreciable effect on the performance prescribed in this Regulation.

- 6.1.2. 'Burning rate' means the quotient of the burnt distance measured according to Annex 6 and/or Annex 8 to this Regulation and the time taken to burn this distance. It is expressed in millimetres per minute.
- 6.1.3. 'Composite material' means a material composed of several layers of similar or different materials intimately held together at their surfaces by cementing, bonding, cladding, welding, etc. When different materials are connected together intermittently (for example, by sewing, high-frequency welding, riveting), such materials shall not be considered as composite materials.
- 6.1.4. 'Exposed face' means the side of a material which is facing towards the passenger compartment, the engine compartment and any separate heating compartment when the material is mounted in the vehicle.
- 6.1.5. 'Upholstery' means the combination of interior padding and surface finish material which together constitute the cushioning of the seat frame.
- 6.1.6. 'Interior lining(s)' means material(s) that (together) constitute(s) the surface finish and substrate of a ceiling, wall or floor.
- 6.1.7. 'Insulation material(s)' means material(s) used to reduce heat transfer by conduction, radiation or convection and for sound-proofing in the engine compartment and any separate heating compartment.
- 6.1.8. 'Capability to repel fuel or lubricant' means the capability of materials to repel fuel or lubricant when measured according to Annex 9 to this Regulation.
- 6.2. Specifications
- 6.2.1. The following materials shall undergo the test described in Annex 6 to this Regulation:
- (a) Material(s) and composite material(s) installed in a horizontal position in the interior compartment and,
 - (b) Insulation material(s) installed in a horizontal position in the engine compartment and any separate heating compartment.
- The result of the test shall be considered satisfactory if, taking the worst test results into account, the horizontal burning rate is not more than 100 mm/minute or if the flame extinguishes before reaching the last measuring point.
- Materials fulfilling the requirements of paragraph 6.2.3 are considered to fulfil the requirements in this paragraph.
- 6.2.2. The following materials shall undergo the test described in Annex 7 to this Regulation:
- (a) Material(s) and composite material(s) installed more than 500 mm above the seat cushion and on the ceiling of the vehicle,
 - (b) Insulation material(s) installed in the engine compartment and any separate heating compartment.
- The result of the test shall be considered satisfactory if, taking the worst test results into account, no drop is formed which ignites the cotton wool.
- 6.2.3. The following materials shall undergo the test described in Annex 8 to this Regulation:
- (a) Material(s) and composite material(s) installed in a vertical position in the interior compartment,
 - (b) Insulation material(s) installed in a vertical position in the engine compartment and any separate heating compartment.
- The result of the test shall be considered satisfactory if, taking the worst test results into account, the vertical burning rate is not more than 100 mm/minute or if the flame extinguishes before the destruction of one of the first marker threads occurred.
- 6.2.4. Materials achieving an average CFE (critical heat flux at extinguishment) value greater or equal to 20 kW/m², when tested according to ISO 5658-2 ^(*), are deemed to comply with the requirements of paragraphs 6.2.2 and 6.2.3, provided no burning drops are observed when taking the worst test results into account.

(*) ISO 5658-2:2006 Reaction to fire tests – spread of flame – Part 2: Lateral spread on building and transport products in vertical configuration.

- 6.2.5. All insulation material(s) installed in the engine compartment and any separate heating compartment shall undergo the test described in Annex 9 to this Regulation.

The result of the test shall be considered satisfactory if, taking the worst test results into account, the increase of the weight of the test sample does not exceed 1 g.

Recesses necessary for technical reasons, e.g. tubes or structural members that need to pass through the material shall be allowed as long as the protection is maintained (e.g. sealant, tape ...).

- 6.2.6. Any electrical cable exceeding a length of 100 mm used in the vehicle shall undergo the resistance to flame propagation test described in Annex 10 to this Regulation. As an alternative to these requirements, the test procedure described in ISO Standard 6722-1:2011, paragraph 5.22 may be applied. Test reports and approvals of components obtained according to ISO 6722:2006, paragraph 12 shall remain valid.

The exposure to the test flame shall be finished:

- (1) For single-core cables:

- (a) When the conductor becomes visible, or
- (b) After 15 s for cables with conductor sizes less or equal than 2,5 mm², and
- (c) After 30 s for cables with conductor sizes greater than 2,5 mm²,

or

- (2) For sheathed, screened and unscreened single- or multi-core cables with a sum of conductor sizes smaller than or equal to 15 mm²:

- (a) Until a conductor becomes visible or for 30 s, for all cables, whichever comes first,

or

- (3) For sheathed, screened and unscreened single- or multi-core cables with a sum of conductor sizes greater than 15 mm²:

- (a) According to (1) or (2), whichever is applicable.

Electrical cables according to (2) may be tested either completely or separately.

Electrical cables according to (3) shall be tested separately.

The result of the test shall be considered satisfactory if, taking into account the worst test result, any combustion flame of insulating material shall extinguish within 70 seconds and a minimum of 50 mm insulation at the top of the test sample shall remain unburned.

- 6.2.7. Any cable sleeve or cable conduit exceeding a length of 100 mm shall undergo the test to determine the burning rate of materials as specified in Annex 8. The result of the test shall be considered satisfactory if, taking the worst test results into account, the vertical burning rate is not more than 100 mm/minute or if the flame extinguishes before the destruction of one of the first marker threads occurred.

- 6.2.8. Materials which are not required to undergo the tests described in Annexes 6 to 8 are:

- 6.2.8.1. Parts made of metal or glass;

- 6.2.8.2. Each individual seat accessory with a mass of non-metallic material less than 200 g. If the total mass of these accessories exceeds 400 g of non-metallic material per seat, then each material shall be tested;

- 6.2.8.3. Elements of which the surface area or the volume does not exceed respectively:

- 6.2.8.3.1. 100 cm² or 40 cm³ for the elements which are connected to an individual seating place;

- 6.2.8.3.2. 300 cm² or 120 cm³ per seat row and, at a maximum, per linear metre of the interior of the interior compartment for these elements which are distributed in the vehicle and which are not connected to an individual seating place;

- 6.2.8.4. Elements for which it is not possible to extract a sample in the prescribed dimensions as specified in paragraph 3.1 of Annex 6, paragraph 3 of Annex 7, and paragraph 3.1 of Annex 8.

7. MODIFICATION OF THE TYPE AND EXTENSION OF APPROVAL

7.1. Every modification of a vehicle or component type with regard to this Regulation shall be notified to the Type Approval Authority which approved the vehicle or the component type. The Authority may then either:

7.1.1. Consider that the modifications made are unlikely to have an appreciable adverse effect and that in any case vehicles or components still comply with the requirements, or

7.1.2. Require a further test report from the Technical Service responsible for conducting the tests.

7.2. Confirmation or refusal of approval, specifying the alterations shall be communicated by the procedure specified in paragraph 4.3 above to the Contracting Parties to the Agreement applying this Regulation.

7.3. The Type Approval Authority issuing the extension of approval shall assign a serial number to each communication form drawn up for such an extension and inform thereof the other Parties to the 1958 Agreement applying this Regulation by means of a communication form conforming to the model in Annex 3 or Annex 4 to this Regulation.

8. CONFORMITY OF PRODUCTION

The conformity of production procedures shall comply with those set out in the Agreement, Schedule 1 (E/ECE/TRANS/505/Rev.3), with the following requirements:

8.1. Vehicles/components approved under this Regulation shall be so manufactured as to conform to the type approved by meeting the requirements of the relevant part(s) of this Regulation.

8.2. The Type Approval Authority that has granted type approval may at any time verify the conformity control methods applied in each production facility. The normal frequency of these verifications shall be one every two years.

9. PENALTIES FOR NON-CONFORMITY OF PRODUCTION

9.1. The approval granted in respect of a vehicle/component type pursuant to this Regulation may be withdrawn if the requirements set forth above are not met.

9.2. If a Contracting Party to the Agreement applying this Regulation withdraws an approval it has previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation by means of a communication form conforming to the models in Annex 3 or Annex 4 to this Regulation.

10. PRODUCTION DEFINITELY DISCONTINUED

If the holder of the approval completely ceases to manufacture a vehicle type approved in accordance with this Regulation, he shall so inform the Type Approval Authority which granted the approval. Upon receiving the relevant communication that Authority shall inform thereof the other Parties to the 1958 Agreement applying this Regulation by means of a communication form conforming to the model in Annex 3 or Annex 4 to this Regulation.

11. NAMES AND ADDRESSES OF TECHNICAL SERVICES RESPONSIBLE FOR CONDUCTING APPROVAL TESTS AND OF TYPE APPROVAL AUTHORITIES

The Parties to the 1958 Agreement applying this Regulation shall communicate to the United Nations Secretariat the names and addresses of the Technical Services responsible for conducting approval tests and of the Type Approval Authorities which grant approval and to which forms certifying approval or extension or refusal or withdrawal of approval, issued in other countries, are to be sent.

12. TRANSITIONAL PROVISIONS

12.1. As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approval under this Regulation as amended by the 01 series of amendment.

- 12.2. As from 24 months after the official date of entry into force of the 01 series of amendments, Contracting Parties applying this Regulation shall grant approvals only if the vehicle type or component type to be approved meet the requirements of this Regulation as amended by the 01 series of amendments.
 - 12.3. Starting from 60 months after the official date of entry into force of the 01 series of amendments, Contracting Parties applying this Regulation may refuse first national or regional registration (first entry into service) of a vehicle which does not meet the requirements of this Regulation as amended by the 01 series of amendments.
 - 12.4. Even after the date of entry into force of the 01 series of amendments to this Regulation, approvals of the components to the preceding series of amendments to the Regulation shall remain valid and Contracting Parties applying this Regulation shall continue to accept them.
 - 12.5. Contracting Parties applying this Regulation shall not refuse to grant extensions of approval to the 00 series of amendments to this Regulation.
 - 12.6. As from the official date of entry into force of the 02 series of amendments, no Contracting Parties applying this Regulation shall refuse to grant approval under this Regulation as amended by the 02 series of amendment.
 - 12.7. As from 48 months after the official date of entry into force of the 02 series of amendments, Contracting Parties applying this Regulation shall grant approvals only if the component type to be approved meet the requirements of this Regulation as amended by the 02 series of amendments.
 - 12.8. As from 60 months after the official date of entry into force of the 02 series of amendments, Contracting Parties applying this Regulation shall grant approvals only if the vehicle type to be approved meet the requirements of this Regulation as amended by the 02 series of amendments.
 - 12.9. Starting 96 months after the official date of entry into force of the 02 series of amendments, Contracting Parties applying this Regulation may refuse first national registration (first entry into service) of a vehicle which does not meet the requirements of this Regulation as amended by the 02 series of amendments.
 - 12.10. Even after the date of entry into force of the 02 series of amendments, approvals of the components to the preceding series of amendments to the regulation shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.
 - 12.11. As from the official date of entry into force of the 03 series of amendments, no Contracting Parties applying this Regulation shall refuse to grant approval under this Regulation as amended by the 03 series of amendment.
 - 12.12. As from 1 September 2019, Contracting Parties applying this Regulation shall grant approvals only if the vehicle type or component type to be approved meet the requirements of this Regulation as amended by the 03 series of amendments.
 - 12.13. As from 1 September 2021, Contracting Parties applying this Regulation may refuse first national registration (first entry into service) of a vehicle which does not meet the requirements of this Regulation as amended by the 03 series of amendments.
 - 12.14. Even after the date of entry into force of the 03 series of amendments, approvals of the components to the preceding series of amendments to the regulation shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.
-

ANNEX 1

INFORMATION DOCUMENT FOR VEHICLE

In accordance with paragraph 3.2 of this Regulation relating to the type approval of a vehicle with regard to the burning behaviour of the components used in the interior compartment, the engine compartment and any separate heating compartment and/or the capability to repel fuel or lubricant of insulation materials used in the engine compartment and any separate heating compartment.

1. GENERAL

1.1. Make (trade name of manufacturer):

1.2. Type and general commercial description(s):

1.3. Means of identification of type, if marked on the vehicle:

1.4. Location of that marking:

1.5. Category of vehicle ⁽¹⁾:

1.6. Name and address of manufacturer:

1.7. Address(es) of assembly plant(s):

2. GENERAL CONSTRUCTION CHARACTERISTICS OF THE VEHICLE

2.1. Photographs and/or drawings of a representative vehicle:

3. BODYWORK

Interior fittings and/or insulation materials

3.1. Seats

3.1.1. Number:

3.2. Material(s) used in the interior compartment, stating for each material

3.2.1. Component type approval number, if available:

3.2.2. Make:

3.2.3. Type designation:

3.2.4. Tested according to paragraph 6.2.1, 6.2.2, 6.2.3, 6.2.4 ⁽²⁾:

3.2.5. For materials not approved

3.2.5.1. Base material(s)/designation:../... ..

3.2.5.2. Composite/single ⁽²⁾ material, number of layers ⁽²⁾:3.2.5.3. Type of coating ⁽²⁾:

3.2.5.4. Maximum/minimum thickness mm

- 3.3. Materials used for insulation in the engine compartment and/or separate heating compartment, stating for each material
- 3.3.1. Component type approval number, if available:
- 3.3.2. Make:
- 3.3.3. Type designation:
- 3.3.4. Tested according to paragraph 6.2.1., 6.2.2., 6.2.3, 6.2.4., 6.2.5 ⁽²⁾:
- 3.3.5. For materials not approved
- 3.3.5.1. Base material(s)/designation:../... ..
- 3.3.5.2. Composite/single ⁽²⁾ material, number of layers ⁽²⁾:
- 3.3.5.3. Type of coating ⁽²⁾:
- 3.3.5.4. Maximum/minimum thickness mm
- 3.4. Electric cables, stating for each type
- 3.4.1. Component type-approval number(s) if available:
- 3.4.2. Make:
- 3.4.3. Type designation:
- 3.4.4. For materials not approved
- 3.4.4.1. Base material(s)/designation:../... ..
- 3.4.4.2. Composite/single ⁽²⁾ material, number of layers ⁽²⁾:
- 3.4.4.3. Type of coating ⁽²⁾:
- 3.4.4.4. Maximum/minimum thickness mm

⁽¹⁾ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), Annex 7 (document TRANS/WP.29/78/Rev.6, paragraph 2).

⁽²⁾ Strike out what does not apply.

ANNEX 2

INFORMATION DOCUMENT FOR COMPONENT

In accordance with paragraph 3.2 of the Regulation relating to the type approval of a component used in the interior compartment, the engine compartment and any separate heating compartment with regard to its burning behaviour and/or the capability to repel fuel or lubricant of insulation materials used in the engine compartment and any separate heating compartment.

1. GENERAL

1.1. Make (trade name of manufacturer):

1.2. Type and general commercial description(s):

1.3. Name and address of manufacturer:

1.4. In the case of components and separate technical units, location and method of affixing of the approval mark:

1.5. Address(es) of assembly plant(s):

2. INTERIOR MATERIALS

2.1. Material(s) intended for horizontal/vertical/horizontal and vertical installation ⁽¹⁾

Material intended to be installed more than 500 mm above the seat cushion and/or on the ceiling of the vehicle:
yes/not applicable ⁽¹⁾

2.2. Base material(s)/designation: .../... ..

2.3. Composite/single ⁽¹⁾ material, number of layers ⁽¹⁾:

2.4. Type of coating ⁽¹⁾:

2.5. Maximum/minimum thickness mm

2.6. Type approval number, if available:

3. INSULATION MATERIALS

3.1. Material(s) intended for horizontal/vertical/horizontal and vertical installation ⁽¹⁾

3.2. Base material(s)/designation: .../... ..

3.3. Composite/single ⁽¹⁾ material, number of layers ⁽¹⁾:

3.4. Type of coating ⁽¹⁾:

3.5. Maximum/minimum thickness mm

3.6. Type approval number, if available:

4. ELECTRIC CABLES

4.1. Material(s) used for:

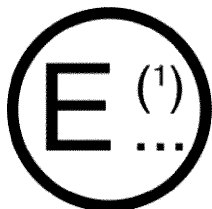
- 4.2. Base material(s)/designation:.../... ..
- 4.3. Composite/single ⁽¹⁾ material, number of layers ⁽¹⁾:
- 4.4. Type of coating ⁽¹⁾:
- 4.5. Maximum/minimum thickness mm
- 4.6. Type approval number, if available:

⁽¹⁾ Strike out what does not apply.

ANNEX 3

COMMUNICATION

(Maximum format: A4 (210 × 297 mm))



issued by :

Name of administration:

.....

.....

.....

concerning ⁽²⁾: Approval granted

Approval extended

Approval refused

Approval withdrawn

Production definitively discontinued

of a vehicle type pursuant to UN Regulation No 118

Approval No Extension No

Reason for extension:

SECTION I

GENERAL

- 1.1. Make (trade name of manufacturer):
- 1.2. Type:
- 1.3. Means of identification of type, if marked on the vehicle/component/separate technical unit ⁽²⁾, ^(a):
- 1.3.1. Location of that marking:
- 1.4. Category of vehicle ^(b):
- 1.5. Name and address of manufacturer:
- 1.6. Location of the approval mark:
- 1.7. Address(es) of assembly plant(s):

SECTION II

1. Additional information (where applicable)
2. Technical Service responsible for carrying out the tests:

3. Date of test report:
4. Number of test report:
5. Remarks (if any):
6. Place:
7. Date:
8. Signature:
9. The index to the information package lodged with the Type Approval Authority, which may be obtained on request, is attached.

(¹) Distinguishing number of the country which has granted/extended/refused or withdrawn approval.

(²) Strike out what does not apply (there are cases where nothing needs to be deleted, when more than one entry is applicable).

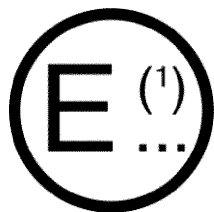
(³) If the means of identification of type contains characters not relevant to describe the vehicle, component or separate technical unit types covered in this information document, such characters shall be represented in the documentation by the symbol '?' (e.g. ABC?? 123??).

(⁴) As defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document TRANS/WP.29/78/Rev.6, paragraph 2).

ANNEX 4

COMMUNICATION

(Maximum format: A4 (210 × 297 mm))



issued by :

Name of administration:

.....

.....

.....

concerning ⁽²⁾:

Approval granted

Approval extended

Approval refused

Approval withdrawn

Production definitively discontinued

of a component type pursuant to UN Regulation No 118

Approval No Extension No

Reason for extension:

SECTION I

GENERAL

- 1.1. Make (trade name of manufacturer):
- 1.2. Type:
- 1.3. Means of identification of type, if marked on the device ⁽³⁾:
- 1.3.1. Location of that marking:
- 1.4. Name and address of manufacturer:
- 1.5. Location of the approval mark:
- 1.6. Address(es) of assembly plant(s):

SECTION II

1. Additional information (where applicable): see Appendix 1
2. Technical Service responsible for carrying out the tests:
3. Date of test report:
4. Number of test report:

5. Remarks (if any):
6. Place:
7. Date:
8. Signature:
9. The index to the information package lodged with the Type Approval Authority, which may be obtained on request, is attached.

⁽¹⁾ Distinguishing number of the country which has granted/extended/refused or withdrawn approval.

⁽²⁾ Strike out what does not apply (there are cases where nothing needs to be deleted, when more than one entry is applicable).

⁽³⁾ If the means of identification of type contains characters not relevant to describe the vehicle, component or separate technical unit types covered in this information document, such characters shall be represented in the documentation by the symbol '?' (e.g. ABC?? 123??).

APPENDIX 1

Appendix to type approval communication form No ... concerning the type approval of a component type pursuant to UN Regulation No 118

1. Additional information.
 - 1.1. Interior materials
 - 1.1.1. The direction which the component may be installed: horizontal/vertical/both horizontal and vertical direction(s) ⁽¹⁾
 - 1.1.2. Fulfils the requirements in paragraph 6.2.2: yes/not applicable ⁽¹⁾
 - 1.1.3. Compliance has been checked for components approved as complete devices: yes/no ⁽¹⁾
 - 1.1.4. Any restrictions of use and installation requirements:
 - 1.2. Insulation materials
 - 1.2.1. The direction which the component may be installed: horizontal/vertical/both horizontal and vertical direction(s) ⁽¹⁾
 - 1.2.2. Compliance has been checked for components approved as complete devices: yes/no ⁽¹⁾
 - 1.2.3. Any restrictions of use and installation requirements:
 - 1.3. Electric cables
 - 1.3.1. Any restrictions of use and installation requirements:
2. Remarks:

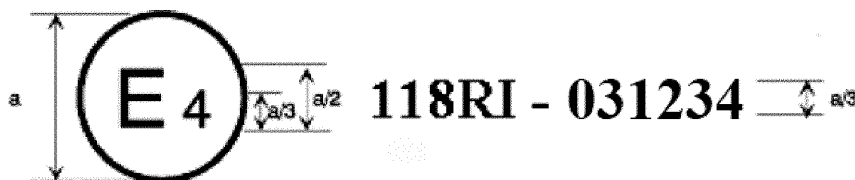
⁽¹⁾ Strike out what does not apply.

ANNEX 5

ARRANGEMENTS OF APPROVAL MARKS

EXAMPLE 1

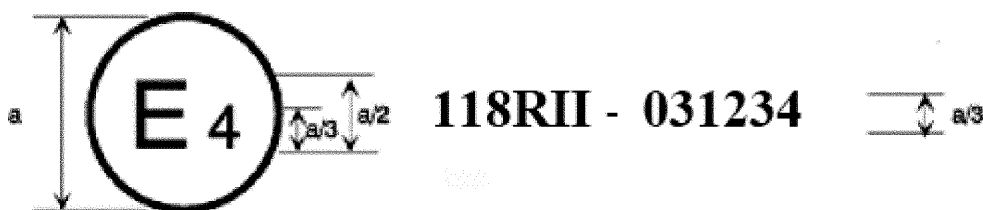
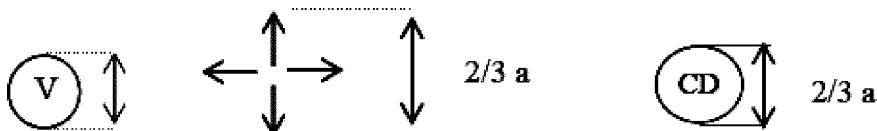
(See Part I of this Regulation)

 $a = 8 \text{ mm min}$

The above approval mark affixed to a vehicle shows that the type concerned was approved in the Netherlands (E4) pursuant to Part I of UN Regulation No 118 under approval No 031234. The first two digits (03) of the approval number indicate that the approval was granted in accordance with the requirements of the 03 series of amendments to UN Regulation No 118.

EXAMPLE 2

(See part II of this Regulation)

 $a = 8 \text{ mm min}$ 

The above approval mark affixed to a component shows that the type concerned was approved in the Netherlands (E4) pursuant to Part II of UN Regulation No 118 under approval number 031234. The first two digits (03) of the approval number indicate that the approval was granted in accordance with the requirements of the 03 series of amendments to UN Regulation No 118.



This additional symbol indicates the direction which the component may be installed.



This additional symbol indicates that the component fulfils the requirements in paragraph 6.2.2.



This additional symbol indicates an approval as a complete device such as seats, separation walls, etc.

The additional symbols are only used if applicable.

ANNEX 6

TEST TO DETERMINE THE HORIZONTAL BURNING RATE OF MATERIALS

1. SAMPLING AND PRINCIPLE

- 1.1. Five samples shall undergo the test in the case of an isotropic material or ten samples in the case of a non-isotropic material (five for each direction).
- 1.2. The samples shall be taken from the material under test. In materials having different burning rates in different material directions, each direction has to be tested. The samples are to be taken and placed in the test apparatus so that the highest burning rate will be measured. When the material is supplied in widths, a length of at least 500 mm shall be cut covering the entire width. From this the samples shall be taken so as to be at least 100 mm from the material edge and equidistant from each other. Samples shall be taken in the same way from finished products, when the shape of the product permits. When the thickness of the product is more than 13 mm, it shall be reduced to 13 mm by a mechanical process applied to the side which does not face the respective compartment (interior, engine or separate heating compartment). If it is impossible, the test shall be carried out, in accordance with the Technical Service, on the initial thickness of the material, which shall be mentioned in the test report.

Composite materials (see paragraph 6.1.3) shall be tested as if they were of uniform construction. In the case of materials made of superimposed layers of different composition which are not composite materials, all the layers of material included within a depth of 13 mm from the surface facing towards the respective compartment shall be tested individually.

- 1.3. A sample is held horizontally in a U-shaped holder and is exposed to the action of a defined flame for 15 seconds in a combustion chamber, the flame acting on the free end of the sample. The test determines if and when the flame extinguishes or the time in which the flame passes a measured distance.

2. APPARATUS

- 2.1. Combustion chamber (Figure 1), preferably of stainless steel and having the dimensions given in Figure 2. The front of the chamber contains a flame-resistant observation window, which may cover the front and which can be constructed as an access panel.

The bottom of the chamber has vent holes, and the top has a vent slot all around. The combustion chamber is placed on four feet, 10 mm high.

The chamber may have a hole at one end for the introduction of the sample holder containing the sample; in the opposite end, a hole is provided for the gas line. Melted material is caught in a pan (see Figure 3) which is placed on the bottom of the chamber between vent holes without covering any vent hole area.

Figure 1

Example of combustion chamber with sample holder and drip tray

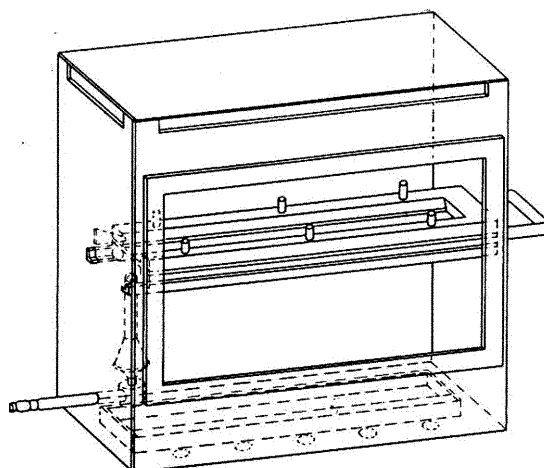


Figure 2

Example of combustion chamber

(Dimensions in millimetres)

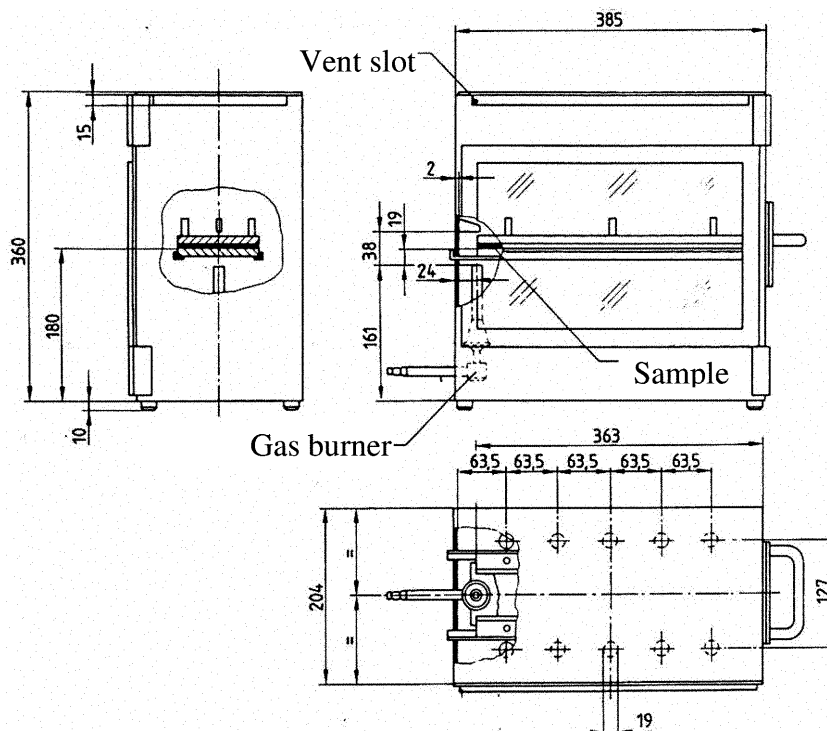
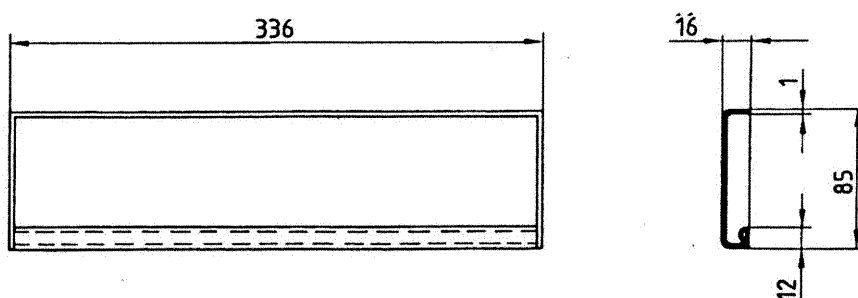


Figure 3

Typical drip pan

(Dimensions in millimetres)



- 2.2. Sample holder, consisting of two U-shaped metal plates or frames of corrosion-proof material. Dimensions are given in Figure 4.

The lower plate is equipped with pins, the upper one with corresponding holes in order to ensure a consistent holding of the sample. The pins also serve as the measuring points at the beginning and end of the burning distance.

A support shall be provided in the form of 0,25 mm diameter heat resistant wires spanning the frame at 25 mm intervals over the bottom U-shaped frame (see Figure 5).

The plane of the lower side of samples shall be 178 mm above the floor plate. The distance of the front edge of the sample holder from the end of the chamber shall be 22 mm; the distance of the longitudinal sides of the sample holder from the sides of the chamber shall be 50 mm (all inside dimensions). (See Figures 1 and 2)

Figure 4

Example of sample holder

(Dimensions in millimetres)

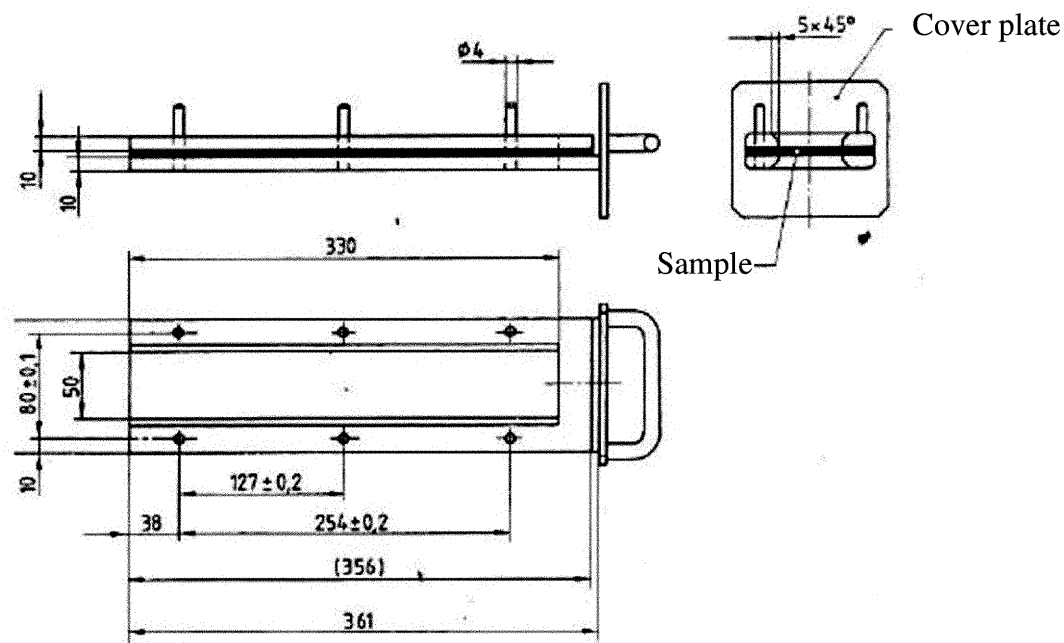
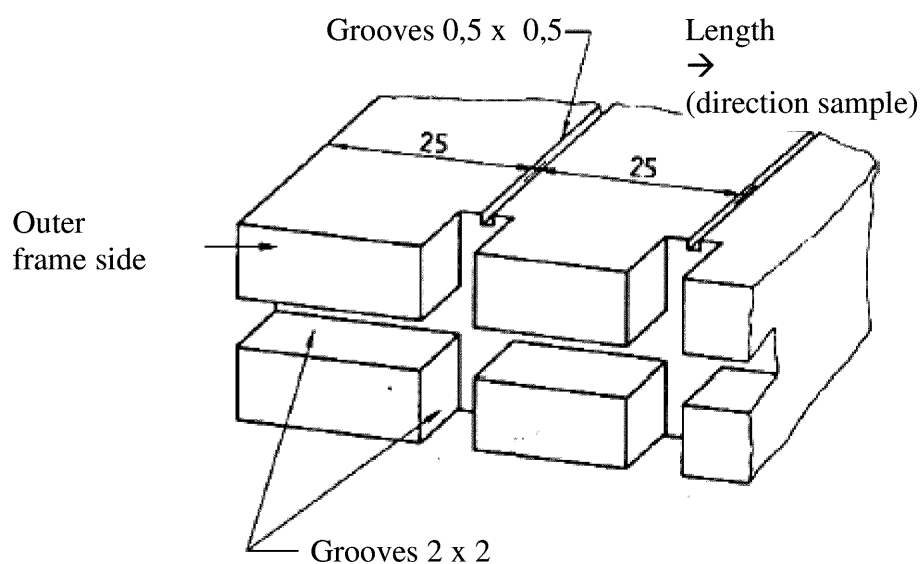


Figure 5

Example of section of lower U-frame design for wire support facility

(Dimensions in millimetres)

**2.3. Gas burner**

The small ignition source is provided by a Bunsen burner having an inside diameter of $9,5 \pm 0,5$ mm. It is located in the test cabinet so that the centre of its nozzle is 19 mm below the centre of the bottom edge of the open end of the sample (see Figure 2).

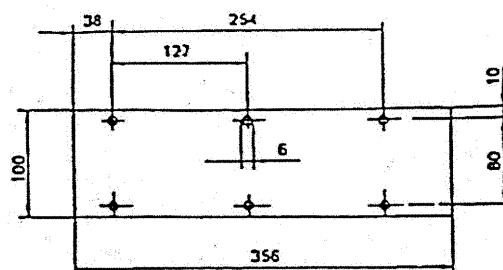
2.4. Test gas

The gas supplied to the burner shall have a calorific value near 38 MJ/m^3 (for example natural gas).

- 2.5. Metal comb, at least 110 mm in length, with seven to eight smooth rounded teeth per 25 mm.
- 2.6. Stop-watch, accurate to 0,5 seconds.
- 2.7. Fume cupboard. The combustion chamber may be placed in a fume cupboard assembly provided that the internal volume is at least 20 times, but not more than 110 times, greater than the volume of the combustion chamber and provided that no single height, width, or length dimension of the fume cupboard is greater than 2,5 times either of the other two dimensions. Before the test, the vertical velocity of the air through the fume cupboard shall be measured 100 mm in front of and behind the final position where the combustion chamber will be located. It shall be between 0,10 and 0,30 m/s in order to avoid possible discomfort, by combustion products, to the operator. It is possible to use a fume cupboard with a natural ventilation and an appropriate air velocity.
3. SAMPLES
- 3.1. Shape and dimensions
- 3.1.1. The shape and dimensions of samples are given in Figure 6. The thickness of the sample corresponds to the thickness of the product to be tested. It shall not be more than 13 mm. When taking the sample permits, the sample shall have a constant section over its entire length.

*Figure 6***Sample**

(Dimensions in millimetres)



- 3.1.2. If the shape and dimensions of a product do not permit taking a sample of the given size, the following minimum dimensions shall be maintained:
- (a) For samples having a width of 3 to 60 mm, the length shall be 356 mm. In this case the material is tested in the product's width;
 - (b) For samples having a width of 60 to 100 mm, the length shall be at least 138 mm. In this case the potential burning distance corresponds to the length of the sample, the measurement starting at the first measuring point.
- 3.1.3. The size of the sample shall be mentioned in the test report.
- 3.2. Conditioning
- The samples shall be conditioned for at least 24 hours but not more than 7 days at a temperature of $23\text{ °C} \pm 2\text{ °C}$ and a relative humidity of 50 ± 5 per cent and shall be maintained under these conditions until immediately prior to testing.
4. PROCEDURE
- 4.1. Place samples with napped or tufted surfaces on a flat surface and comb twice against the nap using the comb (paragraph 2.5).

- 4.2. Place the sample in the sample holder (paragraph 2.2) so that the exposed side will be downwards to the flame.
- 4.3. Adjust the gas flame to a height of 38 mm using the mark in the chamber, the air intake of the burner being closed. Before starting the first test, the flame shall burn at least for 1 min for stabilization.
- 4.4. Push the sample-holder into the combustion chamber so that the end of the sample is exposed to the flame, and after 15 seconds cut off the gas flow.
- 4.5. The measurement of the burning time starts at the moment when the foot of the flame passes the first measuring point. Observe the flame propagation on the side burning faster than the other (upper or lower side).
- 4.6. Measurement of burning time is completed when the flame has come to the last measuring point or when the flame extinguishes before coming to the last measuring point. If the flame does not reach the last measuring point, measure the burnt distance up to the point where the flame extinguished. Burnt distance is the decomposed part of the sample, which is destroyed on its surface or in the interior by burning.
- 4.7. In so far as the sample does not ignite or does not continue burning after the burner has been extinguished, or when the flame extinguishes before reaching the first measuring point, so that no burning time is measured note in the test report that the burning rate is 0 mm/min.
- 4.8. When running a series of tests or repeat tests, ensure that the combustion chamber and sample holder have a maximum temperature of 30 °C before starting the next test.

5. CALCULATION

The burning rate, B (¹), in millimetres per minute, is given by the formula:

$$B = 60 s/t$$

where:

s = the burnt distance, in millimetres;

t = the time, in seconds, to burn distance s.

(¹) The burning rate (B) for each sample is only calculated in the case where the flame reaches the last measuring point or the end of the sample.

ANNEX 7

TEST TO DETERMINE THE MELTING BEHAVIOUR OF MATERIALS

1. SAMPLING AND PRINCIPLE

- 1.1. Four samples, for both faces (if they are not identical) shall undergo the test.
- 1.2. A sample is placed in a horizontal position and is exposed to an electric radiator. A receptacle is positioned under the specimen to collect the resultant drops. Some cotton wool is put in this receptacle in order to verify if any drop is flaming.

2. APPARATUS

The apparatus shall consist of (see the Figure):

- (a) An electric radiator;
- (b) A support for the sample with grill;
- (c) A receptacle (for resultant drops);
- (d) A support (for the apparatus).

- 2.1. The source of heat is an electric radiator with a useful output of 500 W. The radiating surface shall be made of a transparent quartz plate with a diameter of 100 ± 5 mm.

The radiated heat from the apparatus, measured on a surface which is situated parallel to the surface of the radiator at a distance of 30 mm, shall be 3 W/cm^2 .

2.2. Calibration

For calibration of the radiator, a heat flux meter (radiometer) of the Gardon (foil) type with a design range not exceeding 10 W/cm^2 shall be used. The target receiving radiation, and possibly to a small extent convection, shall be flat, circular, not more than 10 mm in diameter and coated with a durable matt black finish.

The target shall be contained within a water cooled body the front face of which shall be of highly polished metal, flat, coinciding with the plane of the target and circular, with a diameter of about 25 mm.

Radiation shall not pass through any window before reaching the target.

The instrument shall be robust, simple to set up and use, insensitive to draughts, and stable in calibration. The instrument shall have an accuracy of within ± 3 per cent and a repeatability within 0,5 per cent.

The calibration of the heat flux meter shall be checked whenever a recalibration of the radiator is carried out, by comparison with an instrument held as a reference standard and not used for any other purpose.

The reference standard instrument shall be fully calibrated at yearly intervals in accordance with a national standard.

2.2.1. Calibration check

The irradiance produced by the power input which the initial calibration has shown to correspond to an irradiance of 3 W/cm^2 shall be frequently checked (at least once every 50 operating hours) and the apparatus shall be recalibrated if such a check reveals a deviation greater than $0,06 \text{ W/cm}^2$.

2.2.2. Calibration procedure

The apparatus shall be placed in an environment essentially free of air currents (not more than $0,2 \text{ m/s}$).

Place the heat flux meter in the apparatus in the specimen position so that the target of the heat flux meter is located centrally within the radiator surface.

Switch on the electricity supply and establish the power input of the controller required to produce irradiance at the centre of the radiator surface of 3 W/cm². Adjustment to the power unit to record 3 W/cm² should be followed by a five minute period without further adjustment to ensure equilibrium.

- 2.3. The support for the samples shall be a metallic ring (see the Figure). On top of this support a grill, made of stainless steel-wire, is placed with the following dimensions:

- (a) Interior diameter: 118 mm,
- (b) Dimension of the holes: 2,10 mm square,
- (c) Diameter of the steel-wire: 0,70 mm.

- 2.4. The receptacle shall consist of a cylindrical tube with an interior diameter of 118 mm and a depth of 12 mm. The receptacle shall be filled with cotton wool.

- 2.5. A vertical column shall support the items specified in paragraphs 2.1, 2.3 and 2.4.

The radiator is placed on top of the support in a manner such that the radiating surface is horizontal and the radiation is downwards.

A lever/pedal shall be provided in the column to lift the support of the radiator slowly. It shall also be provided with a catch in order to ensure that the radiator can be brought back in its normal position.

In their normal position, the axes of the radiator, the support for the sample and the receptacle shall coincide.

3. SAMPLES

The test samples shall measure: 70 mm × 70 mm. Samples shall be taken in the same way from finished products, when the shape of the product permits. When the thickness of the product is more than 13 mm, it shall be reduced to 13 mm by a mechanical process applied to the side which does not face the respective compartment (interior, engine or separate heating compartment). If it is impossible, the test shall be carried out, in accordance with the Technical Service, on the initial width of the material which shall be mentioned in the test report.

Composite materials (see paragraph 6.1.3 of the Regulation) shall be tested as if they were of uniform construction.

In the case of materials made of superimposed layers of different composition which are not composite materials, all the layers of material included within a depth of 13 mm from the surface facing towards the respective compartment (interior, engine or separate heating compartment) shall be tested individually.

The total mass of the sample to be tested shall be at least 2 g. If the mass of one sample is less, a sufficient number of samples shall be added.

If the two faces of the material differ, both faces shall be tested, which means that eight samples are to be tested. The samples and the cotton wool shall be conditioned for at least 24 hours at a temperature 23 °C ± 2 °C and a relative humidity of 50 ± 5 per cent and shall be maintained under these conditions until immediately prior to testing.

4. PROCEDURE

The sample is placed on the support and the latter is so positioned that the distance between the surface of the radiator and the upper side of the sample is 30 mm.

The receptacle, including the cotton wool, is placed beneath the grill of the support at a distance of 300 mm.

The radiator is put aside, so that it cannot radiate on the sample, and switched on. When it is on full capacity it is positioned above the sample and timing is started.

If the material melts or deforms, the height of the radiator is modified to maintain the distance of 30 mm.

If the material ignites, the radiator is put aside three seconds afterwards. It is brought back in position when the flame has extinguished and the same procedure is repeated as frequently as necessary during the first five minutes of the test.

After the fifth minute of the test:

- (i) If the sample has extinguished (whether or not it has ignited during the first five minutes of the test) leave the radiator in position even if the sample reignites;
- (ii) If the material is flaming, await extinction before bringing the radiator into position again.

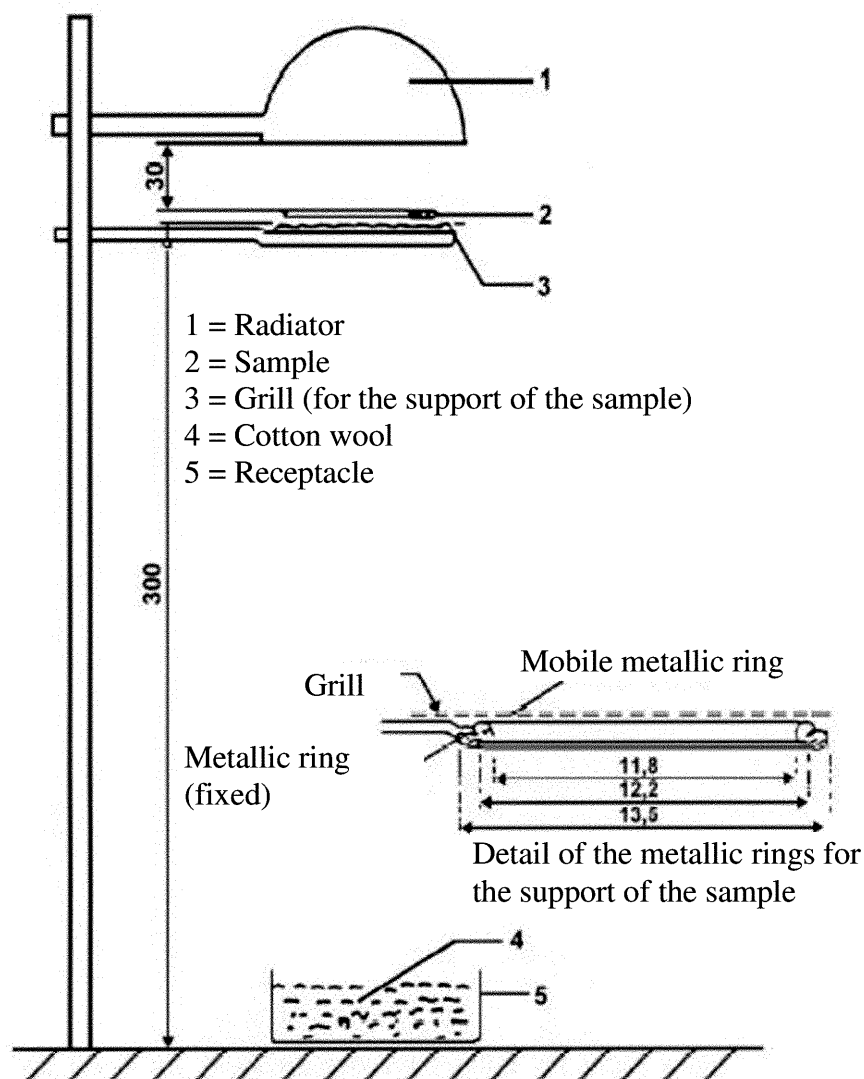
In either case, the test shall be continued for an additional five minutes.

5. RESULTS

Observed phenomena shall be noted in the test-report, such as:

- (i) The fall of drops, if any, whether flaming or not;
- (ii) If ignition of the cotton wool has taken place.

(Dimensions in millimetres)



ANNEX 8

TEST TO DETERMINE THE VERTICAL BURNING RATE OF MATERIALS**1. SAMPLING AND PRINCIPLE**

- 1.1. Three samples shall undergo the test in the case of an isotropic material, or six samples in the case of a non-isotropic material.
- 1.2. This test consists of exposing samples, held in a vertical position, to a flame and determining the speed of propagation of the flame over the material to be tested.

2. APPARATUS

The apparatus shall consist of:

- (a) A specimen holder;
- (b) A burner;
- (c) A ventilation system to extract gas and combustion products;
- (d) A template;
- (e) Marker threads of white mercerized cotton threads having a maximum linear density of 50 tex.

- 2.1. The specimen holder shall consist of a rectangular frame of 560 mm high and shall have two rigidly connected parallel rods spaced 150 mm apart on which pins shall be fitted for mounting the test specimen which is located in a plane at least 20 mm from the frame. The mounting pins shall be not greater than 2 mm in diameter and at least 40 mm long. The pins shall be located on the parallel rods at locations shown in Figure 1. The frame shall be fitted onto a suitable support to maintain the rods in a vertical orientation during testing (for the purpose of locating the specimen on the pins in a plane away from the frame, spacer stubs 2 mm in diameter may be provided adjacent to the pins).

The specimen holder shown in Figure 1 may be modified in width to allow the fixation of the sample.

To fix the sample in a vertical position, a support may be provided consisting of 0,25 mm diameter heat resistant wires that horizontally span the sample at 25 mm intervals along the complete height of the specimen holder. Alternatively, the sample may be fixed by additional clamps to the specimen holder.

- 2.2. The burner is described in Figure 3.

The gas supplied to the burner can be either commercial propane gas or commercial butane gas.

The burner shall be positioned in front of, but below, the specimen such that it lies in a plane passing through the vertical centreline of the specimen and perpendicular to its face (see Figure 2), such that the longitudinal axis is inclined upwards at 30° to the vertical towards the lower edge of the specimen. The distance between the tip of the burner and the lower edge of the specimen shall be 20 mm.

- 2.3. The test apparatus may be placed in a fume cupboard assembly. The size and shape of the fume cupboard shall be such that the test results are not affected. Before the test, the vertical velocity of the air through the fume cupboard shall be measured 100 mm in front of and behind the final position where the test apparatus will be located. It shall be between 0,10 and 0,30 m/s in order to avoid possible discomfort, by combustion products, to the operator. It is possible to use a fume cupboard with natural ventilation and an appropriate air velocity.
- 2.4. A flat rigid template made of suitable material and of a size corresponding to the size of the specimen shall be used. Holes approximately 2 mm in diameter shall be drilled in the template and positioned so that the distances between the centres of the holes correspond to the distances between the pins on the frames (see Figure 1). The holes shall be located equidistant about the vertical centrelines of the template.

3. SAMPLES

3.1. Materials according to paragraph 6.2.3 of this Regulation: The samples dimensions are 560 mm × 170 mm.

If the dimensions of a material do not permit taking a sample of the given dimensions the test shall be carried out taking a sample having the dimensions of at least 380 mm in height and at least 3 mm in width.

Cable sleeves and cable conduits: The samples dimensions are: length: 560 mm, but at least 380 mm if the dimensions of a material do not permit taking a sample of the given dimensions; width: actual component dimension.

3.2. Materials according to paragraph 6.2.3 of this Regulation: When the thickness of the sample is more than 13 mm, it shall be reduced to 13 mm by a mechanical process applied to the side which does not face the respective compartment (interior, engine or separate heating compartment). If it is impossible, the test shall be carried out in accordance with the Technical Service the initial thickness of the material, which shall be mentioned in the test report. Composite materials (see paragraph 6.1.3) shall be tested as if they were of uniform construction. In the case of materials made of superimposed layers of different composition which are not composite materials, all the layers of material included within a depth of 13 mm from the surface facing towards the respective compartment shall be tested individually.

3.3. The size of the sample shall be mentioned in the test report.

3.4. The samples shall be conditioned for at least 24 hours at a temperature of $23\text{ }^{\circ}\text{C} \pm 2\text{ }^{\circ}\text{C}$ and a relative humidity of 50 ± 5 per cent and shall be maintained under these conditions until immediately prior to testing.

4. PROCEDURE

4.1. The test shall be carried out in an atmosphere having a temperature between $10\text{ }^{\circ}\text{C}$ and $30\text{ }^{\circ}\text{C}$ and a relative humidity between 15 per cent and 80 per cent.

4.2. The burner shall be preheated for 2 minutes. The flame height shall be adjusted to 40 ± 2 mm measured as the distance between the top of the burner tube and the tip of the yellow part of the flame when the burner is vertically oriented and the flame is viewed in dim light.

4.3. The specimen shall be placed (after the rearward marker threads have been located) on the pins of the test frame, making certain that the pins pass through the points marked off from the template and that the specimen is at least 20 mm removed from the frame. The frame shall be fitted on the support so that the specimen is vertical.

4.4. The marker threads shall be attached horizontally in front of and behind the specimen at the locations shown in Figure 1. At each location, a loop of thread shall be mounted so that the two segments are spaced 1 mm and 5 mm from the front and rearface of the specimen.

Each loop shall be attached to a suitable timing device. Sufficient tension shall be imposed to the threads to maintain their position relative to the specimen.

4.5. The flame shall be applied to the specimen for 5 seconds. Ignition shall be deemed to have occurred if flaming of the specimen continues for 5 seconds after removal of the igniting flame. If ignition does not occur, the flame shall be applied for 15 seconds to another conditioned specimen.

4.6. If any result in any set of three specimens exceeds the minimum result by 50 per cent, another set of three specimens shall be tested for that direction or face. If one or two specimens in any set of three specimens fail to burn to the top marker thread, another set of three specimens shall be tested for that direction or face.

4.7. The following times, in seconds, shall be measured:

- (a) From the start of the application of the igniting flame to the severance of one of the first marker threads (t_1);

- (b) From the start of the application of the igniting flame to the severance of one the second marker threads (t_2);
 - (c) From the start of the application of the igniting flame to the severance of one the third marker threads (t_3).
- 4.8. If the sample does not ignite or does not continue burning after the burner has been extinguished or if the flame extinguishes before the destruction of one of the first marker threads occurred, so that no burning time is measured, the burning rate is considered to be 0 mm/min.
- 4.9. If the sample does ignite and the flames of the burning sample do reach the height of the third marker threads without destroying the first and second marker threads (e.g. due to material characteristics of thin material sample), the burning rate is considered to be more than 100 mm/min.

5. RESULTS

The observed phenomena shall be written down in the test-report, to include:

- (a) The durations of combustion: t_1 , t_2 and t_3 in seconds, and
- (b) The corresponding burnt distances: d_1 , d_2 and d_3 in mm.

The burning rate V_1 and the rates V_2 and V_3 , if applicable, shall be calculated (for each sample if the flame reaches at least one of the first marker threads) as follows:

$$V_1 = 60 d_1/t_1 \text{ (mm/min)}$$

The highest burning rate of V_1 , V_2 and V_3 shall be taken into account.

Figure 1

Specimen holder

(Dimensions in millimetres)

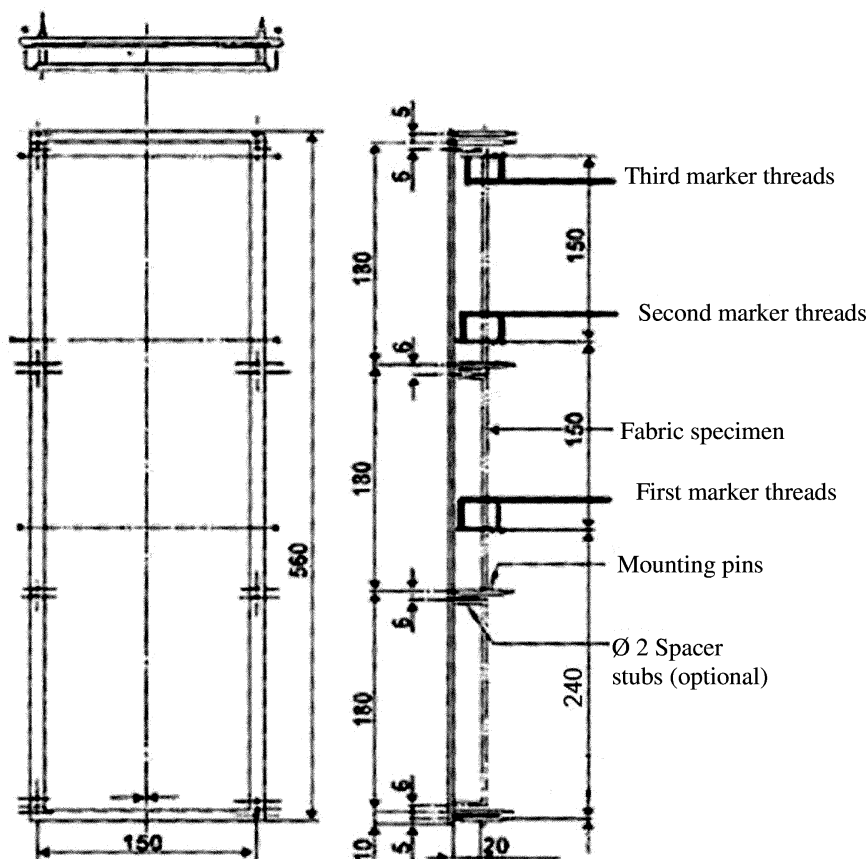


Figure 2

Burner ignition location

(Dimensions in millimetres)

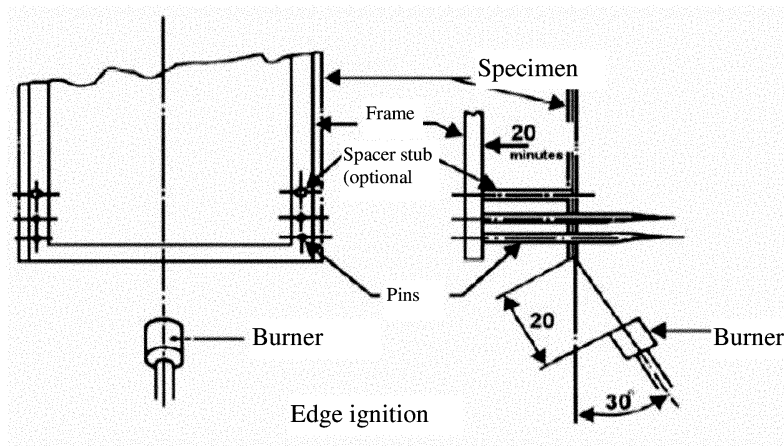
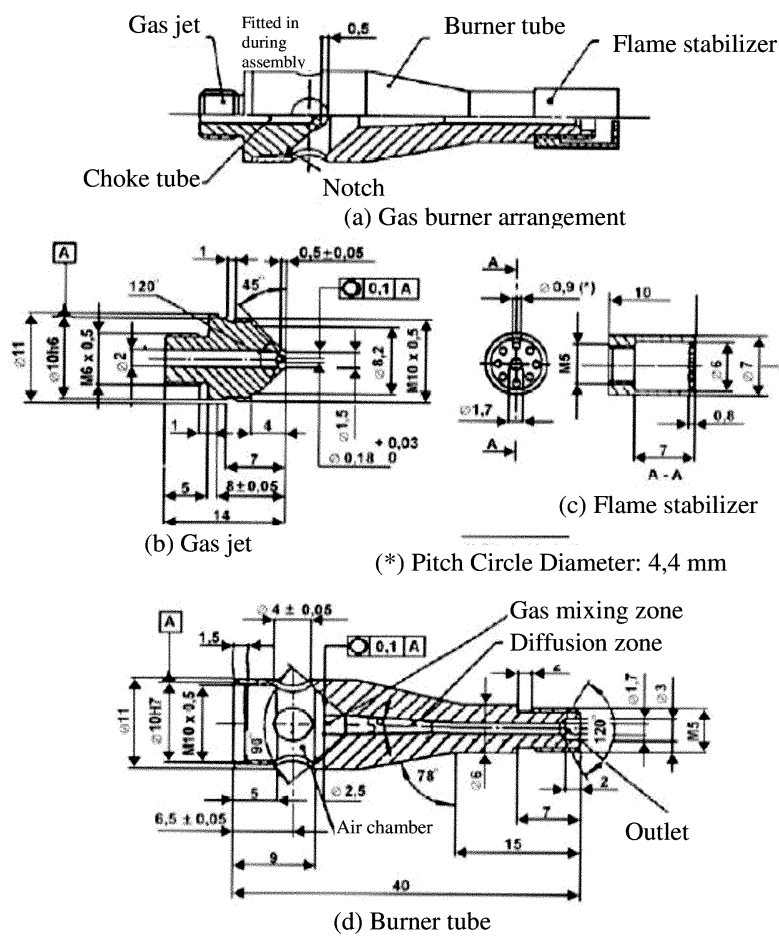


Figure 3

Gas burner

(Dimensions in millimetres)



ANNEX 9

TEST TO DETERMINE THE CAPABILITY OF MATERIALS TO REPEL FUEL OR LUBRICANT

1. SCOPE

This annex lists prescriptions to test the capability of insulation materials used in engine compartments and separate heating compartments.

2. SAMPLING AND PRINCIPLE

2.1. The test samples shall measure: 140 mm × 140 mm.

2.2. The thickness of the samples shall be 5 mm. If the thickness of the test sample is more than 5 mm, it shall be reduced to 5 mm by a mechanical process applied to the side which does not face the engine compartment or separate heating compartment.

2.3. The test liquid shall be diesel fuel according to standard EN 590:1999 (Market fuels), or alternatively diesel fuel according to UN Regulation No 83 (Annex 10: Specification of reference fuels).

2.4. Four samples shall undergo the test.

3. APPARATUS (SEE FIGURES 4A AND 4B)

The apparatus shall consist of:

A a base plate, with a hardness of at least 70 Shore D.

B an absorbant surface on the baseplate (e.g. paper);

C a metal cylinder (inner diameter of 120 mm, outer diameter of 130 mm, height of 50 mm), filled with the test liquid;

D-D' two screws with wing nuts;

E the test sample;

F top plate

4. PROCEDURE

4.1. The test sample and the apparatus shall be conditioned for at least 24 hours at a temperature of $23\text{ °C} \pm 2\text{ °C}$ and a relative humidity of 50 ± 5 per cent and shall be maintained under these conditions until immediately prior to testing.

4.2. The test sample shall be weighed.

4.3. The test sample, with its exposed face uppermost, shall be placed on the base of the apparatus by fixing the metal cylinder in a centred position with sufficient pressure on the screws. No test liquid shall leak.

4.4. Fill the metal cylinder with test liquid to a height of 20 mm and let the system rest for 24 hours.

4.5. Remove the test liquid and the test sample from the apparatus. If residue of the test liquid is found on the test sample it shall be removed without compressing the test sample.

4.6. The test sample shall be weighed.

Figure 4a

Apparatus for testing the capability to repel fuel or lubricant

(Dimensions in millimeters)

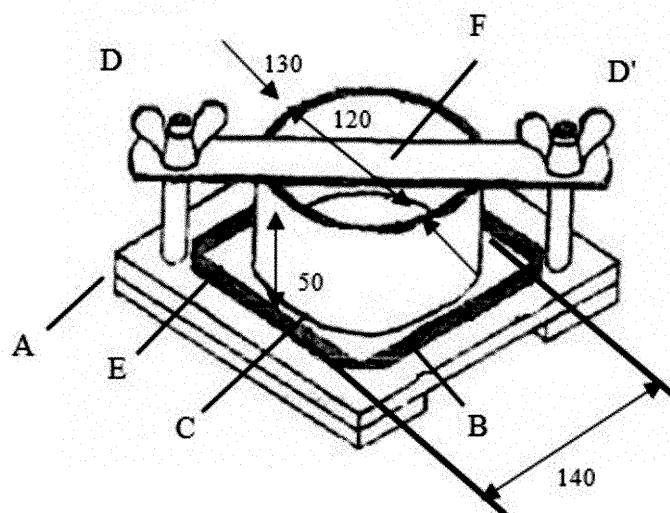
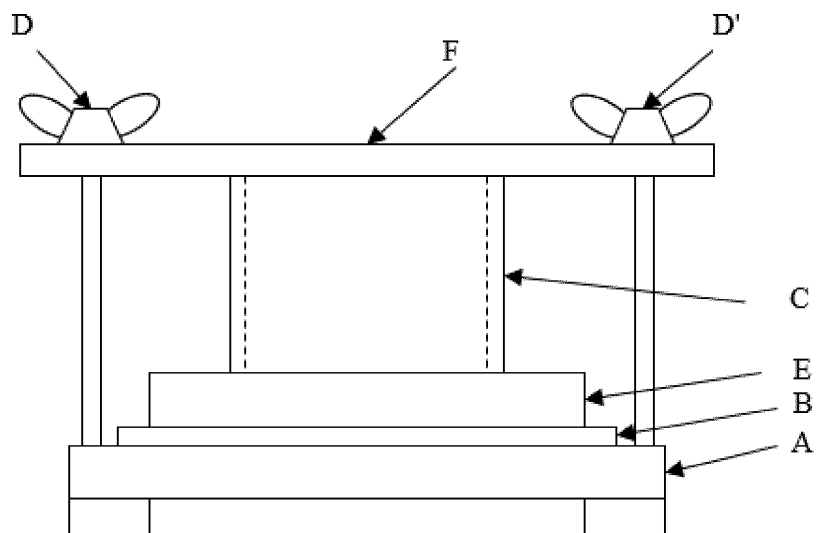


Figure 4b

Apparatus for testing the capability to repel fuel or lubricant

(Side View)



ANNEX 10

TEST TO DETERMINE THE RESISTANCE TO FLAME PROPAGATION OF ELECTRICAL CABLES

1. SCOPE

This annex defines prescriptions to test the resistance to flame propagation of electrical cables used in the vehicle.

2. SAMPLING AND PRINCIPLE

2.1. Five samples shall undergo the test

3. SAMPLES

3.1. Test samples shall have a length of at least 600 mm of insulation.

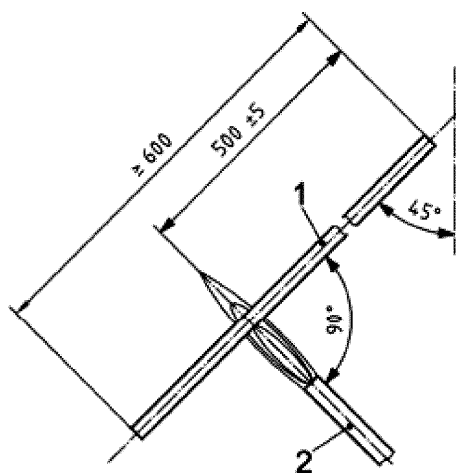
4. PROCEDURE

Determine the resistance to flame propagation using a Bunsen burner with an appropriate gas, having a combustion tube of 9 mm internal diameter, where the flame temperature at the tip of the inner blue cone shall be $(950 \pm 50) ^\circ\text{C}$.

Suspend the test sample in a draught-free chamber and expose the test sample to the tip of the inner cone of the flame, as shown in the Figure. The upper end of the cable shall point away from the closest wall of the chamber. The sample shall be subject to a stress, e.g. by means of a weight over a pulley, in order to keep it straight at all times. The angle of the cable shall be $45^\circ \pm 1^\circ$ relative to the vertical line. In any case, the shortest distance of any part of the sample shall be 100 mm minimum from any wall of the chamber. Apply the flame with the tip of the inner blue cone touching the insulation (500 ± 5) mm from the upper end of the sample.

Apparatus for resistance to flame propagation

(Dimensions in millimetres)

**Key**

1 test sample

2 Bunsen burner

Only the original UN/ECE texts have legal effect under international public law. The status and date of entry into force of this Regulation should be checked in the latest version of the UN/ECE status document TRANS/WP.29/343, available at: <http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29docstts.html>

UN Regulation No 142 – Uniform provisions concerning the approval of motor vehicles with regard to the installation of their tyres [2020/242]

Incorporating all valid text up to:

Supplement 1 to the original version of the Regulation – Date of entry into force: 16 October 2018

This document is meant purely as documentation tool. The authentic and legally binding texts are:

- ECE/TRANS/WP.29/2016/64 and
- ECE/TRANS/WP.29/2018/14.

CONTENTS

REGULATION

1. Scope
2. Definitions
3. Application for approval
4. Approval
5. Specifications
6. Modification of vehicle type and extension of approval
7. Conformity of production
8. Penalties for non-conformity of production
9. Production definitively discontinued
10. Names and addresses of Technical Services responsible for conducting approval tests, and of Type Approval Authorities

ANNEXES

1. Information document
2. Communication
3. Arrangements of approval marks

1. SCOPE

This Regulation applies to vehicles of category M₁ ⁽¹⁾ with regard to the installation of their tyres.

It does not apply to vehicles whose conditions of use are incompatible with the characteristics of tyres of class C1 or C2 and to vehicles with regard to the installation of their:

- (a) Temporary use spare unit; and/or
- (b) Run-flat tyres and/or a run-flat system when operating in their flat tyre running mode; and/or
- (c) Tyre pressure monitoring system.

⁽¹⁾ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6, para. 2 – www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html

2. DEFINITIONS

For the purposes of this Regulation:

- 2.1. 'Vehicle type with regard to the installation of its tyres' means vehicles which do not differ in such essential respects as the types of tyres, minimum and maximum tyre size designations, wheel dimensions and off-sets as well as speed and load capabilities suitable for fitment, and the characteristics of the wheel guards;
- 2.2. Tyres shall be classified as follows:
 - (a) Class C1 tyres – tyres designed primarily for vehicles of categories M₁, N₁, O₁ and O₂;
 - (b) Class C2 tyres – tyres designed primarily for vehicles of categories M₂, M₃, N, O₃ and O₄ with a load capacity index in single formation ≤ 121 and the speed category symbol $\geq$ 'N';
- 2.2.1. 'Type of tyre' means a range of tyres which do not differ in the following essential characteristics:
 - (a) The tyre class: C1 or C2, as described in paragraph 2.2; and
 - (b) In the case of class C1 tyres, the characteristics of a type of pneumatic tyre as defined in paragraph 2.1 of Regulation No 30;
 - (c) In the case of class C2 tyres, the characteristics of a type of pneumatic tyre as defined in paragraph 2.1 of Regulation No 54.
- 2.3. 'Tyre size designation' means the designation as defined in paragraph 2 of Regulation No 30 for class C1 tyres and paragraph 2 of UN Regulation No 54 for class C2 and C3 tyres.
- 2.4. 'Wheel off-set' means the distance from the hub abutment face to the centre line of the rim.
- 2.5. 'Pneumatic tyre structure' means the technical characteristics of the tyre's carcass.
- 2.6. 'Normal tyre' means a tyre or run flat tyre intended for normal on-road use.
- 2.7. 'Snow tyre' means a tyre whose tread pattern, tread compound or structure is primarily designed to achieve in snow conditions a performance better than that of a normal tyre with regard to its ability to initiate or maintain vehicle motion.
- 2.8. 'Special use tyre' means a tyre intended for mixed use both on- and off-road or for other special duty. These tyres are primarily designed to initiate and maintain the vehicle in motion in off-road conditions.
- 2.9. 'Run flat tyre' is defined in paragraph 2 of Regulation No 30.
- 2.10. 'Temporary-use spare tyre' means a tyre different from a tyre intended to be fitted to any vehicle for normal driving conditions but intended only for temporary-use under restricted driving conditions.
- 2.11. 'Wheel' means a complete wheel consisting of a rim and a wheel disc.
- 2.12. 'Temporary-use spare wheel' means a wheel different from one of the normal wheels on the vehicle type but intended only for temporary use under restricted driving conditions.
- 2.13. 'Unit' means an assembly of a wheel and tyre.
- 2.14. 'Standard unit' means a unit which is capable of being fitted to the vehicle for normal operation.

- 2.15. 'Spare unit' means a unit which is intended to be exchanged for a standard unit in case of malfunction of the latter and may be either of the following.
- 2.16. 'Standard spare unit' means an assembly of a wheel and tyre identical in terms of wheel and tyre size designation, wheel offset and tyre structure to that fitted in the same axle position and to the particular vehicle variant and version for normal operation, including wheels produced from a different material and which may use different wheel fixing nut or bolt designs, but which is otherwise identical to the wheel intended for normal operation.
- 2.17. 'Temporary-use spare unit' means an assembly of any wheel and tyre that does not fall within the definition of standard spare unit and which falls within one of the temporary-use spare unit type descriptions as defined in paragraph 2.10 of Regulation No 64.
- 2.18. 'Speed category symbol' means the symbol as defined in paragraph 2 of UN Regulation No 30 for class C1 tyres and paragraph 2 of UN Regulation No 54 for class C2.
- 2.19. 'Load capacity index' means a number associated to the maximum load rating of the tyre in relation to the definition in paragraph 2 of UN Regulation No 30 for class C1 tyres and paragraph 2 of UN Regulation No 54 for class C2 tyres.
- 2.20. 'Maximum load rating' means the maximum mass which a tyre can carry when operated in conformity with requirements governing utilisation specified by the tyre manufacturer.
3. APPLICATION FOR APPROVAL
- 3.1. The application for approval of a vehicle type with regard to the installation of its tyres shall be submitted by the vehicle manufacturer or by his authorised representative.
- 3.2. It shall be accompanied by the documents mentioned below in triplicate and include the following particular:
- 3.2.1. A description of the vehicle type with regard to the items mentioned in paragraph 5.
- 3.3. A vehicle representative of the vehicle type to be approved, or a simulation tool representing the vehicle type to be approved shall be submitted to the Technical Service conducting the approval tests.
4. APPROVAL
- 4.1. If the vehicle type submitted for approval pursuant to this Regulation meets the requirements of paragraph 5, approval of that vehicle type shall be granted.
- 4.2. An approval number shall be assigned to each vehicle type approved; its first two digits (00 for the regulation in its initial form) shall indicate the series of amendments incorporating the most recent major technical amendments made to the regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to another vehicle type with regard to the installation of its tyres.
- 4.3. Notice of approval or of refusal or withdrawal of approval pursuant to this Regulation shall be communicated to the Contracting Parties to the Agreement applying this Regulation by means of a form conforming to the model in Annex 1 and photographs and/or plans supplied by the applicant being in a format not exceeding A4 (210 × 297 mm), or folded to that format, and on an appropriate scale.
- 4.4. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation, an international approval mark conforming to the model described in Annex 3, consisting of:

- 4.4.1. A circle surrounding the letter 'E' followed by the distinguishing number of the country which has granted approval ^(*);
- 4.4.2. The number of this Regulation, followed by the letter 'R', a dash and the approval number to the right of the circle prescribed in paragraph 4.4.1.
- 4.5. If the vehicle conforms to a vehicle type approved under one or more other Regulations annexed to the Agreement, in the country which has granted approval under this Regulation, the symbol prescribed in paragraph 4.4.1 need not be repeated; in such a case, the regulation and approval numbers and the additional symbols shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1.
- 4.6. The approval mark shall be clearly legible and be indelible.
- 4.7. The approval mark shall be placed close to or on the vehicle data plate.
- 4.8. Annex 3 to this Regulation gives an example of approval marks.
- 5. SPECIFICATIONS
 - 5.1. General requirements
 - 5.1.1. Subject to the provisions of paragraph 5.2.4.2, every tyre fitted to a vehicle, including where applicable any spare tyre, shall meet the requirements of this Regulation.
 - 5.1.2. Every tyre installed to a vehicle, including where applicable any spare tyre, shall fulfil the technical requirements and respect the transitional provisions of Regulations Nos 30, 54 and 117 as applicable.
 - 5.2. Performance requirements
 - 5.2.1. Tyre fitment
 - 5.2.1.1. All tyres normally fitted to the vehicle, thus excluding any temporary-use spare unit, shall have the same structure.
 - 5.2.1.2. All of the tyres normally fitted to one axle shall be of the same type.
 - 5.2.1.3. The space in which the wheel revolves shall be such as to allow unrestricted movement when using the maximum permissible size of tyres and rim widths, taking into account the minimum and maximum wheel off-sets, within the minimum and maximum suspension and steering constraints as declared by the vehicle manufacturer. This shall be verified by performing the checks with the largest and the widest tyres, taking into account the applicable dimensional tolerances (i.e. maximum envelope) related to the tyre size designation as specified in the relevant UN Regulation.
 - 5.2.1.4. The Technical Service and/or Type Approval Authorities may agree to an alternative test procedure (e.g. virtual testing) to verify that the requirements of paragraph 5.2.1.3 are met.
 - 5.2.2. Load capacity
 - 5.2.2.1. Subject to the provisions of paragraph 5.2.4 of this Regulation, the maximum load rating of every tyre as determined in paragraph 5.2.2.2 of this Regulation, including a standard spare unit (if provided), with which the vehicle is fitted shall be:
 - 5.2.2.1.1. In the case of a vehicle fitted with tyres of the same type in single formation: at least equal to half of the technically permissible maximum axle mass for the most heavily loaded axle, as declared by the manufacturer of the vehicle.

^(*) As defined in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document ECE/TRANS/WP.29/78/Rev.6) www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html

- 5.2.2.1.2. In the case of a vehicle fitted with tyres of more than one type, in single formation: at least equal to half of the technically permissible maximum axle mass as declared by the manufacturer of the vehicle, in respect of the relevant axle.
- 5.2.2.1.3. In the case of a vehicle fitted with tyres of class C1 in dual (twin) formation: at least equal to 0,27 times the technically permissible maximum axle mass, as declared by the manufacturer of the vehicle, in respect of the relevant axle.
- 5.2.2.1.4. In the case of axles fitted with tyres of class C2 in dual (twin) formation: at least equal to 0,25 times, with reference to the load capacity index for dual application, the technically permissible maximum axle mass as declared by the manufacturer of the vehicle, in respect of the relevant axle.
- 5.2.2.2. The maximum load rating of a tyre is determined as follows:
 - 5.2.2.2.1. In the case of tyres of class C1, the 'maximum load rating' as referred to in paragraph 2 of UN Regulation No 30 is taken into account.
 - 5.2.2.2.2. In the case of tyres of class C2, the 'Table load-capacity variation with speed' as referred to in paragraph 2 of UN Regulation No 54 is taken into account, which shows, as a function of the load-capacity indices and nominal-speed-category symbols, the load variations which a pneumatic tyre can withstand taking into account the maximum design speed of the vehicle.
- 5.2.2.3. The manufacturer shall provide in the vehicle owner's handbook, or by any other communication means in the vehicle the necessary information about replacement tyres load capacity.
- 5.2.3. Speed capacity
 - 5.2.3.1. Every tyre with which the vehicle is normally fitted shall bear a speed category symbol.
 - 5.2.3.1.1. In the case of a tyre of class C1, the speed category symbol shall be compatible with the maximum vehicle design speed and shall take into account, in the case of tyres of speed categories V, W and Y, the maximum load rating as described in Regulation No 30.
 - 5.2.3.1.2. In the case of tyre of class C2, the speed category symbol shall be compatible with the maximum vehicle design speed and the applicable load/speed combination derived from the 'Table load-capacity variation with speed' as described in paragraph 2 of UN Regulation No 54.
 - 5.2.3.2. The requirements of paragraphs 5.2.3.1.1 and 5.2.3.1.2 shall not apply in the following situations:
 - 5.2.3.2.1. In the case of temporary-use spare units for which paragraph 5.2.5 of this Regulation applies.
 - 5.2.3.2.2. In the case of vehicles normally equipped with normal tyres and occasionally fitted with snow tyres where in such a case the speed category symbol of the snow tyre shall correspond to a speed either greater than the maximum vehicle design speed or not less than 160 km/h (or both). However, if the maximum vehicle design speed is greater than the speed corresponding to the lowest speed category symbol of the fitted snow tyres, a maximum speed warning label, specifying the lowest value of the maximum speed capability of the fitted snow tyres, shall be displayed inside the vehicle in a prominent position readily and permanently visible to the driver.
 - 5.2.3.2.3. In the case of vehicles equipped with special use tyres. However, if the maximum vehicle design speed is greater than the speed corresponding to the lowest speed category symbol of the fitted special use tyres, a maximum speed warning label, specifying the lowest value of the maximum speed capability of the fitted special use tyres, shall be displayed inside the vehicle in a prominent position readily and permanently visible to the driver.

- 5.2.3.2.4. In the case of vehicles equipped with an on-board system fulfilling a speed limitation function where in such a case the speed symbol of the tyres shall be compatible with the speed at which the limitation is set. However, if the vehicle manufacturer has foreseen that the maximum vehicle design speed is greater than the speed corresponding to the lowest speed category symbol of the fitted tyres, a maximum speed warning label, specifying the maximum speed capability of the tyres, shall be displayed inside the vehicle in a prominent position readily and permanently visible to the driver.
- 5.2.3.3. The manufacturer shall provide the necessary information about replacement tyres speed capacity in the vehicle owner's handbook or by any other communication means in the vehicle.
- 5.2.4. Special cases
- 5.2.4.1. In the case of vehicles which are designed to be capable of towing a trailer, the additional load imposed at the trailer coupling device may cause the rear tyre maximum load ratings to be exceeded in case of class C1 tyres, but not by more than 15 per cent. In such a case, the vehicle owner's handbook, or the other communication means referred to in paragraph 5.2.3.3, shall contain clear information and advice on the maximum permissible vehicle speed when towing a trailer, in any case not exceeding 100 km/h, and on the rear tyre pressure, at least 20 kPa (0,2 bar) above the tyre pressure(s) as recommended for normal use (i.e. without a trailer attached).
- 5.2.4.2. In exceptional cases, where vehicles are designed for conditions of use which are incompatible with the characteristics of tyres of class C1 or C2 and it is therefore necessary to fit tyres with different characteristics, the requirements of paragraph 5.1.1 of this Regulation shall not apply, provided that all of the following conditions are met:
- 5.2.4.2.1. The tyres fulfil the technical requirements and respect the transitional provisions of either Regulation No 75 or Regulation No 106; and
- 5.2.4.2.2. The type-approval authority and technical service are satisfied that the tyres fitted are suitable for the operating conditions of the vehicle. The nature of the exemption and motivation of acceptance shall be stated in the test report as well as on the communication form of Annex 2.
- 5.2.5. Spare wheels and tyres
- 5.2.5.1. In cases where a vehicle is provided with a standard spare unit, it shall be of the same size as the tyres actually fitted to the vehicle.
- 5.2.5.2. Every vehicle provided with a temporary-use spare unit or run flat tyres shall comply with the technical and transitional provisions of Regulation No 64 with respect to the requirements concerning the equipment of vehicles with temporary-use spare units and run flat tyres.
- If specific precautions have to be taken in order to fit a temporary-use spare unit to the vehicle (e.g. temporary use spare unit is only to be fitted on the front axle and therefore a front standard unit must first be fitted on the rear axle in order to address a malfunction of a rear standard unit) this shall be stated clearly in the vehicle owner's handbook or any other communication means in the vehicle, and compliance with the appropriate aspects of paragraph 5.2.1.3 of this Regulation shall be verified.
6. MODIFICATION OF VEHICLE TYPE AND EXTENSION OF APPROVAL
- 6.1. Every modification to an existing vehicle type shall be notified to the Type Approval Authority which approved the vehicle type. The Type Approval Authority shall then either:
- (a) Decide, in consultation with the manufacturer, that a new type approval is to be granted; or
- (b) Apply the procedure contained in paragraph 6.1.1 (Revision) and, if applicable, the procedure contained in paragraph 6.1.2 (Extension).
- 6.1.1. Revision
- When particulars recorded in the information documents of Annex 1 have changed and the Type Approval Authority considers that the modifications made are unlikely to have an appreciable adverse effect and that, in any case, the vehicle still complies with the requirements, the modifications shall be designated a 'revision';

In such a case, the Type Approval Authority shall issue the revised pages of the information documents of Annex 1 as necessary, marking each revised page to show clearly the nature of the modification and the date of re-issue. A consolidated, updated version of the information documents of Annex 1, accompanied by a detailed description of the modification, shall be deemed to meet this requirement.

6.1.2. Extension

The modification shall be designated an 'extension' if, in addition to the change of the particulars recorded in the information documents of Annex 1,

- (a) Further inspections or tests are required; or
- (b) Any information on the communication document (with the exception of its attachments) has changed; or
- (c) Approval to a later series of amendments is requested after its entry into force.

6.2. Confirmation or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.3 above to the Contracting Parties to the Agreement applying this Regulation. In addition, the index to the information documents and to the test reports, attached to the communication document of Annex 1, shall be amended accordingly to show the date of the most recent revision or extension.

6.3. The Type Approval Authority issuing the extension of approval shall assign a series number to each communication form drawn up for such an extension.

7. CONFORMITY OF PRODUCTION

7.1. Procedures concerning conformity of production shall conform to the general provisions defined in Article 2 and Appendix 2 to the Agreement (E/ECE/324-E/ECE/TRANS/505/Rev.2) and meet the following requirements:

7.2. A vehicle approved pursuant to this Regulation shall be so manufactured as to conform to the type approved by meeting the requirements of paragraph 5;

7.3. The Type Approval Authority which has granted the approval may at any time verify the conformity of control methods applicable to each production unit. The normal frequency of such inspections shall be once every two years.

8. PENALTIES FOR NON-CONFORMITY OF PRODUCTION

8.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirements laid down in paragraph 7 are not complied with.

8.2. If a Contracting Party withdraws an approval it had previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation by sending them a communication form conforming to the model in Annex 1 to this Regulation.

9. PRODUCTION DEFINITELY DISCONTINUED

If the holder of the approval completely ceases to manufacture a type of vehicle approved in accordance with this Regulation, he shall so inform the authority which granted the approval, which in turn shall forthwith inform the other Contracting Parties to the Agreement applying this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.

10. NAMES AND ADDRESSES OF THE TECHNICAL SERVICES RESPONSIBLE FOR CONDUCTING APPROVAL TESTS AND OF TYPE APPROVAL AUTHORITIES

The Contracting Parties to the Agreement applying this Regulation shall communicate to the United Nations Secretariat the names and addresses of the Technical Services responsible for conducting approval tests and of the Type Approval Authority which grant approval and to which forms certifying approval or extension or refusal or withdrawal of approval are to be sent.

ANNEX 1

(Maximum format: A4 (210 mm × 297 mm))

Information document

in accordance with Regulation on the installation of tyres

1. GENERAL

1.1. Make (trade name of manufacturer):

1.2. Type:

1.2.1. Commercial name(s) (if available):

1.3. Means of identification of type, if marked on the vehicle ⁽¹⁾:

1.3.1. Location of that marking:

1.4. Category of vehicle ⁽²⁾:

1.5. Name and address of manufacturer:

1.6. Name(s) and address(es) of assembly plant(s):

1.7. Name and address of the manufacturer's representative (if any):

2. GENERAL CONSTRUCTION CHARACTERISTICS OF THE VEHICLE

2.1. Photographs and/or drawings of a representative vehicle:

2.2. Number of axles and wheels:

2.2.1. Number and position of axles with tyres in dual (twin) formation:

2.2.2. Number and position of steered axles:

2.2.3. Powered axles (number, position, interconnection):

3. MASSES AND DIMENSIONS ⁽³⁾, ⁽⁴⁾

3.1. Axle track(s) and width(s)

3.1.1. Track of each steered axle ⁽⁵⁾:3.1.2. Track of all other axles ⁽⁵⁾:

3.1.3. Width of the widest rear axle:

3.1.4. Width of the foremost axle (measured at the outermost part of the tyres excluding the bulging of the tyres close to the ground):

⁽¹⁾ If the means of identification of type contains characters not relevant to describe the vehicle, component or separate technical unit types covered by this information document, such characters shall be represented in the documentation by the symbol '?' (e.g. ABC?? 123??).

⁽²⁾ As defined in section 2 of the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document TRANS/WP.29/78/Rev.4).

⁽³⁾ Where there is one version with a normal cab and another with a sleeper cab, both sets of masses and dimensions are to be stated.

⁽⁴⁾ Standard ISO 612:1978 – Road Vehicles – Dimensions of motor vehicles and towed vehicles – terms and definitions.

⁽⁵⁾ ISO Standard 612-1978 – Term No 6.5.

- 3.2. Technically permissible maximum laden mass stated by the manufacturer ⁽⁶⁾, ⁽⁷⁾:
- 3.3. Technically permissible maximum mass on each axle:
- 3.4. Vehicle is/is not ⁽⁸⁾ suitable for towing loads
- 3.5. Maximum vehicle design speed (in km/h) ⁽⁹⁾:
4. SUSPENSION
- 4.1. Tyres and wheels
- 4.1.1. Tyre/wheel combination(s) ⁽¹⁰⁾
- (a) for tyres indicate:
- size designation(s)
- load-capacity index ⁽⁷⁾
- speed category symbol ⁽⁷⁾
- (b) for wheels indicate rim size(s) and off-set(s).
- 4.1.2. Axles
- 4.1.2.1. Axle 1:
- 4.1.2.2. Axle 2:
- etc.
- 4.1.3. Tyre pressure(s) as recommended by the vehicle manufacturer (kPa):
- 4.1.4. Description of the snow traction device(s) and the tyre/wheel combination(s) on the front and/or rear axle(s) suitable for the type of vehicle, as recommended by the manufacturer:
- 4.1.5. Brief description of temporary-use spare unit (if any):
- 4.1.6. Brief description of tyre pressure monitoring system (TPMS) (if fitted):
5. BODYWORK
- 5.1. Wheel guards
- 5.1.1. Brief description of the vehicle with regard to its wheel guards:
6. MISCELLANEOUS
- 6.1. Speed limitation devices
- 6.1.1. Manufacturer(s):

⁽⁶⁾ For trailers or semi-trailers, and for vehicles coupled with a trailer or a semi-trailer, which exert a significant vertical load on the coupling device or the fifth wheel, this load, divided by standard acceleration of gravity, is included in the maximum technically permissible mass.

⁽⁷⁾ Please fill in here the upper and lower values for each variant.

⁽⁸⁾ Delete where not applicable.

⁽⁹⁾ With respect to motor vehicles, if the vehicle manufacturer permits that certain controller functions are modified (e.g. by means of software, hardware, upgrading, selection, enabling, disabling) before or after the vehicle has been put into service, resulting in the vehicle having an increased maximum speed, the maximum possible speed achievable by means of adjustment of these controller functions is declared. With respect to trailers, the maximum speed as permitted by the vehicle manufacturer is declared.

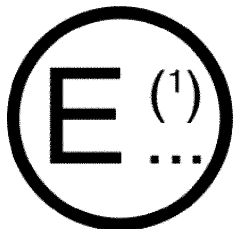
⁽¹⁰⁾ For tyres marked with the inscription ZR before the rim diameter code, intended to be fitted on vehicles whose maximum vehicle design speed exceeds 300 km/h, equivalent information shall be provided.

- 6.1.2. Type(s):
- 6.1.3. Type approval number(s), if available:
- 6.1.4. Speed or range of speeds at which the speed limitation may be set: km/h
- _____

ANNEX 2

COMMUNICATION

(maximum format: A4 (210 × 297 mm))



Issued by: (Name of administration)

concerning ⁽²⁾:

Approval granted

Approval extended

Approval refused

Approval withdrawn

Production definitively discontinued

of a type of vehicle with regard to the installation of its tyres

Approval No Extension No

SECTION I

1. Make (trade name of manufacturer):
2. Type:
- 2.1. Commercial name(s) (if available):
3. Means of identification of type, if marked on the vehicle ⁽³⁾:
- 3.1. Location of that marking:
4. Category of vehicle ⁽⁴⁾:
5. Name and address of manufacturer:
6. Name(s) and address(es) of assembly plant(s):
7. Name and address of the manufacturer's representative (if any):

SECTION II

1. Additional information: see Addendum
2. Technical Service responsible for carrying out the tests:

⁽¹⁾ Distinguishing number of the country which has granted, extended, refused or withdrawn approval (see approval provisions in the Regulation).

⁽²⁾ Strike out which does not apply.

⁽³⁾ If the means of identification of type contains characters not relevant to describe the vehicle, component or separate technical unit types covered by this information document, such characters shall be represented in the documentation by the symbol '?' (e.g. ABC?? 123??).

⁽⁴⁾ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6, paragraph 2.

3. Date of test report:
4. Number of test report:
5. Remarks (if any): see Addendum
6. Place:
7. Date:
8. Signature:
9. Information package (when relevant)

Addendum to communication form No concerning the type approval of a vehicle with regard to the installation of its tyres

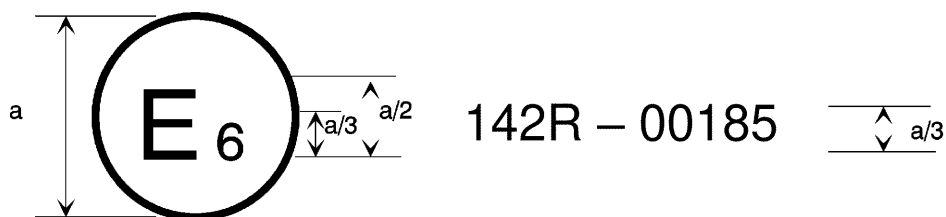
1. Additional information
 - 1.1. Brief description of the vehicle type as regards its structure, dimensions, lines and constituent materials:
 - 1.2. Tyre/wheel combination(s) (including tyre size, rim size and wheel off-set):
 - 1.3. The minimum speed category symbol compatible with the maximum vehicle design speed (of each variant) (for tyres marked with the inscription ZR before the rim diameter code, intended to be fitted on vehicle whose maximum vehicle design speed exceeds 300 km/h, equivalent information shall be provided):
 - 1.4. The minimum load-capacity index compatible with the technically permissible maximum mass on each axle (of each variant) (if applicable adjusted according to paragraph 5.2.2.2 of this Regulation):
 - 1.5. Tyre/wheel combination(s) (including tyre size, rim size and wheel off-set) to be used with the snow traction device(s):
2. Vehicle of category M₁ is/is not ⁽⁵⁾ suitable for towing loads and the load rating of the rear tyres is exceeded by per cent
3. The vehicle is/is not ⁽⁵⁾ approved according to Regulation No 64 with regard to its temporary-use spare unit of type 1/2/3/4/5 ⁽⁵⁾.
4. Vehicle is/is not ⁽⁵⁾ approved according to Regulation No 64 with regard to its tyre pressure monitoring system (TPMS)
 - 4.1. Brief description of the tyre pressure monitoring system (TPMS) (if fitted):

⁽⁵⁾ Strike out which does not apply.

ANNEX 3

ARRANGEMENTS OF APPROVAL MARKS

(see paragraphs 4.4 to 4.4.2 of this Regulation)

 $a = 8 \text{ mm min}$

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in Belgium (E 6) with regard to the installation of tyres pursuant to Regulation No 142. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of Regulation No 142 in its original form.

ISSN 1977-0677 (electronic edition)
ISSN 1725-2555 (paper edition)



Publications Office of the European Union
2985 Luxembourg
LUXEMBOURG

EN