

**Compromise cell in green**

Note: Differences between IMCO's position and the Commission's proposal are highlighted in ***Bold/italics***. Differences between the Council's position and the Commission's proposal are underlined. **Bold underline** in the Council column indicates where the Council has amended Commission's text. **Bold/italics/underline** in the Commission column indicates IMCO and Council are amending the Commission's proposal in the same manner.

Proposal	IMCO report	Council Working Party	Compromise proposals
COM(2010)0395			
<p>Proposal for a</p> <p>EUROPEAN PARLIAMENT AND COUNCIL REGULATION</p> <p>Regulation (EU) No .../2010 of the European Parliament and of the Council <b><i>for</i></b> the approval of agricultural and forestry vehicles</p> <p>(Text with EEA relevance)</p>	<p>Proposal for a</p> <p>EUROPEAN PARLIAMENT AND COUNCIL REGULATION</p> <p>Regulation (EU) No .../... of the European Parliament and of the Council <b><i>on</i></b> the approval <b><i>and market surveillance</i></b> of agricultural and forestry vehicles</p> <p>(Text with EEA relevance)</p>	<p>Proposal for a</p> <p>EUROPEAN PARLIAMENT AND COUNCIL REGULATION</p> <p>Regulation (EU) No .../2010 of the European Parliament and of the Council <b><u>on</u></b> the approval <b><u>and market surveillance</u></b> of agricultural and forestry vehicles</p> <p>(Text with EEA relevance)</p>	
THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,			
Having regard to the Treaty on the			

Functioning of the European Union, and in particular Article 114 thereof,			
Having regard to the proposal from the European Commission,			
Having regard to the opinion of the European Economic and Social Committee <sup>5</sup> ,			
After transmission of the proposal to the national Parliaments,			
Acting in accordance with the ordinary legislative procedure,		Acting in accordance with the ordinary legislative procedure <b><u>laid down in Article 294 of the Treaty</u></b> ,	
Whereas:			
(1) In order to promote the internal market, a comprehensive <b><u>Community</u></b> type approval system for tractors, their trailers and interchangeable towed equipment was established by Directive 2003/37/EC of the European Parliament and of the Council of 26 May 2003 on type approval of agricultural or forestry tractors, their trailers and interchangeable towed machinery, together with their systems, components and separate	(1) In order to promote the internal market, a comprehensive <b><u>Union</u></b> type approval system for tractors, their trailers and interchangeable towed equipment was established by Directive 2003/37/EC of the European Parliament and of the Council of 26 May 2003 on type approval of agricultural or forestry tractors, their trailers and interchangeable towed machinery, together with their systems, components and separate	(1) In order to promote the internal market, a comprehensive <b><u>Union</u></b> type-approval system for tractors, their trailers and interchangeable towed equipment was established by Directive 2003/37/EC of the European Parliament and of the Council of 26 May 2003 on type-approval of agricultural or forestry tractors, their trailers and interchangeable towed machinery, together with their systems, components and separate	

<sup>5</sup> OJ C[...], [...], p. [...]

<p>technical units <b><i>and repealing Directive 74/150/EEC.</i></b><sup>6</sup></p>	<p>technical units.</p> <p><i>(This amendment applies throughout the text. Adopting it will necessitate corresponding changes throughout.)</i></p>	<p>technical units.</p>	
<p>(2) For the purposes of the establishment and operation of the internal market of the Union, it is appropriate to replace the approval systems of the Member States with a Union approval procedure based on the principle of total harmonisation, while at the same time taking due account of cost-benefit considerations, with special attention given to small and medium-sized enterprises.</p>	<p>(2) For the purposes of the establishment and operation of the internal market of the Union, <b><i>and to contribute to the competitiveness of the industry,</i></b> it is appropriate to replace the approval systems of the Member States with a Union approval procedure based on the principle of total harmonisation, while at the same time taking due account of cost-benefit considerations, with special attention given to small and medium-sized enterprises.</p>		
<p>(3) Following the request of the European Parliament and with the aim of simplifying and accelerating the <b><u>procedure</u></b>, a new regulatory approach has been introduced in the Union vehicle type-approval legislation according to which the legislator in the ordinary legislative procedure sets out the fundamental rules and principles only and delegates the <b><u>legislation of</u></b> further technical details to the Commission. With regard to substantive requirements, this Regulation should therefore lay down only fundamental provisions on</p>	<p>(3) Following the request of the European Parliament and with the aim of simplifying and accelerating the procedure, a new regulatory approach has been introduced in the Union vehicle type-approval legislation according to which the legislator <b><i>sets out</i></b> in the ordinary legislative procedure the fundamental rules and principles only and delegates <b><i>to the Commission the power to adopt acts laying down</i></b> further technical details. With regard to substantive requirements, this Regulation should therefore lay down only</p>	<p>(3) Following the request of the European Parliament and with the aim of simplifying and accelerating the <b><u>adoption of type-approval legislation</u></b>, a new regulatory approach has been introduced in the Union vehicle type-approval legislation according to which the legislator in the ordinary legislative procedure sets out the fundamental rules and principles only and delegates the <b><u>power to adopt delegated acts on</u></b> further technical details to the Commission. With regard to substantive requirements, this Regulation should</p>	

<sup>6</sup> OJ L 171, 9.7.2003, p. 1.

<p><b>road</b> safety, occupational safety and environmental performance and delegate to the Commission the power to lay down the technical specifications in delegated acts.</p>	<p>fundamental provisions on road <b>and functional</b> safety, occupational safety and environmental performance and delegate to the Commission the power to lay down the technical specifications in delegated acts <b>after having consulted all relevant stakeholders</b>.</p>	<p>therefore lay down only fundamental provisions on <b>functional</b> safety, occupational safety and environmental performance and delegate to the Commission the power to lay down the technical specifications in delegated acts.</p>	
<p>(4) This Regulation is without prejudice to measures regarding the use of agricultural and forestry vehicles on the road, such as specific <b>drivers'</b> licence requirements, limitations of the maximum speed or measures regulating the access to certain roads.</p>		<p>(4) This Regulation is without prejudice to measures <b>at national or Union level</b> regarding the use of agricultural and forestry vehicles on the road, such as specific <b>driver's</b> licence requirements, limitations of the maximum speed or measures regulating the access to certain roads.</p>	
<p>(5) In order to ensure a high level of <b>road</b> safety, occupational safety and environmental protection the technical requirements and environmental <b>standards</b> applicable to vehicles, systems, components and separate technical units with regard to type-approval should be harmonised.</p>	<p>(5) In order to ensure a high level of road <b>and functional</b> safety, occupational safety and environmental protection the technical and environmental <b>requirements</b> applicable to vehicles, systems, components and separate technical units with regard to type-approval should be harmonised.</p>	<p>(5) In order to ensure a high level of <b>functional</b> safety, occupational safety and environmental protection the technical requirements and environmental standards applicable to vehicles, systems, components and separate technical units with regard to type-approval should be harmonised.</p>	
<p>(6) Since the Directives on non-road mobile machinery<sup>7</sup> do not provide for</p>	<p>(6) <b>The existing</b> Directives <b>applicable to</b> non-road mobile machinery<sup>7</sup> do not</p>	<p>(6) Since the Directives <b>97/68/EC<sup>6a</sup> and 2006/42/EC<sup>6b</sup></b> on non-road mobile</p>	

<sup>7</sup> Cf. Directives 97/68/EC and 2006/42/EC.

<p>harmonized requirements for <b>road</b> safety, it is appropriate to provide the option for manufacturers of mobile machinery to have their products approved in accordance with European standards for the <b>road</b> safety requirements under this Regulation; therefore, mobile machinery should be included in this Regulation on an optional basis with regard to system type-approvals for <b>road</b> safety requirements, in particular since the requirements applicable to mobile machinery outside of this regulation do not comprise any <b>road</b> safety aspects.</p>	<p>provide for <i>harmonised</i> requirements for road safety. <i>In order to complete the internal market and ensure a high level of road safety</i>, it is <i>necessary to develop an appropriate instrument at Union level to harmonise requirements applicable to non-road</i> mobile machinery <i>enabling manufacturers to demonstrate conformity of</i> their products <i>on the basis of</i> European standards. <i>To that end, the Commission should assess the need for harmonisation of technical requirements and conformity assessment procedures applicable to non-road</i> mobile machinery. <i>It should report its conclusions to the European Parliament and to the Council and should, if appropriate, make legislative proposals.</i></p>	<p>machinery<sup>7</sup> do not provide for harmonized requirements for safety, it is appropriate to provide the option for manufacturers of mobile machinery to have their products approved in accordance with European standards for the safety requirements under this Regulation; therefore, mobile machinery should be included in this Regulation on an optional basis with regard to system type-approvals for safety requirements, in particular since the requirements applicable to mobile machinery outside <b>the scope</b> of this Regulation do not comprise any safety aspects.</p>	
<p>(7) In order to simplify the type-approval legislation in line with the recommendations of the Report CARS 21: A Competitive Automotive Regulatory System for the 21st century<sup>8</sup> ("CARS 21"), it is appropriate to repeal</p>		<p>(7) In order to simplify the type-approval legislation in line with the recommendations of the Report CARS 21: A Competitive Automotive Regulatory System for the 21<sup>st</sup> century<sup>8</sup> ("CARS 21"): it is appropriate to repeal</p>	

<sup>7</sup> Cf. Directives 97/68/EC and 2006/42/EC.

<sup>6a</sup> **Directive 97/68/EC of the European Parliament and of the Council of 16 December 1997 on the approximation of the laws of the Member States relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery (OJ L 59, 27.2.1998, p. 1)**

<sup>6b</sup> **Directive 2006/42/EC of the European Parliament and of the Council of 17 May 2006 on machinery, and amending Directive 95/16/EC (recast)**

<sup>7</sup> Cf. Directives 97/68/EC and 2006/42/EC.

<sup>8</sup> COM(2007)22 final.

<sup>8</sup> COM(2007)22 final.

<p>all separate Directives without reducing the level of protection. The requirements set out in those Directives should be carried over to this Regulation or its delegated acts and should be replaced, where appropriate, with references to the corresponding regulations of the United Nations Economic Commission for Europe (UNECE), <b><u>as incorporated into Union law in accordance with Article 4 of Council Decision 97/836/EC of 27 November 1997 with a view to accession by the European Union</u></b> to the Agreement of the United Nations Economic Commission for Europe concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted to <b><u>and</u></b>/or used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions ("Revised 1958 Agreement")<sup>9</sup>. To reduce the administrative burden of the type-approval process <b><u>it is appropriate to allow</u></b> vehicle manufactures to type-approve in accordance with this Regulation, where appropriate, directly by means of obtaining approval to the relevant UNECE <b><u>Regulation as listed</u></b> in Annex I.</p>		<p>all separate Directives without reducing the level of protection. The requirements set out in those Directives should be carried over to this Regulation or its delegated acts and should be replaced, where appropriate, with references to the corresponding regulations of the United Nations Economic Commission for Europe (UNECE), <b><u>to which the Union has acceded as contracting party</u></b> to the Agreement of the United Nations Economic Commission for Europe concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted to or used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions ("Revised 1958 Agreement")<sup>9</sup>. To reduce the administrative burden of the type-approval process, vehicle manufactures <b><u>should be allowed</u></b> to type-approve in accordance with this Regulation, where appropriate, directly by means of obtaining approval to the relevant UNECE <b><u>regulations referred to in Annex I or the delegated acts adopted under this Regulation.</u></b></p>	
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<sup>9</sup> OJ L 346, 17.12.1997, p.78.

<sup>9</sup> OJ L 346, 17.12.1997, p.78.

<p>(8) Consequently, UNECE Regulations to which the Union accedes, in application of Decision 97/836/EC, <b><u>and amendments to UNECE Regulations to which the Union has already acceded</u></b> should be incorporated within the EU type-approval procedure <b><u>either as requirements for EU vehicle type-approval, or as alternatives to existing Union law. In particular, where the Union decides that a UNECE Regulation shall become part of the EU vehicle type-approval requirements and replace existing EU legislation</u></b>, the <i>power</i> should be <i>delegated to the Commission to adopt the necessary adaptations to this Regulation or to adopt the necessary <u>implementing</u> acts.</i></p>	<p>(8) Consequently, UNECE Regulations to which the Union accedes, in application of Decision 97/836/EC, and amendments to UNECE Regulations to which the Union has already acceded should be incorporated within the EU type-approval procedure either as requirements for EU vehicle type-approval, or as alternatives to existing Union law. In particular, where the Union decides that a UNECE Regulation shall become part of the EU vehicle type-approval requirements and replace existing <i>Union</i> legislation, the <i>Commission</i> should be <i>empowered to supplement or amend the relevant non-essential elements of</i> this Regulation or to adopt the necessary implementing acts.</p>	<p>(8) Consequently, UNECE regulations <b><u>and the amendments thereto</u></b> to which the Union accedes, in application of Decision 97/836/EC, should be incorporated within the EU type-approval procedure. <b><u>Accordingly</u></b>, the power should be delegated to the Commission to adopt the necessary adaptations to this Regulation or to adopt the necessary <b><u>delegated</u></b> acts.</p>	
<p>(9) As an alternative, reference can be made in the delegated acts to Codes established by the Organisation for Economic Cooperation and Development (OECD) or to CEN/CENELEC or ISO standards which are directly available to the public.</p>			
<p>(10) The requirements of this regulation are in accordance with the principles enshrined in the Action plan entitled ‘Simplifying and improving the</p>		<p>(10) The requirements of this Regulation are in accordance with the principles enshrined in the <b><u>Commission</u></b> Action plan entitled ‘Simplifying and improving</p>	

regulatory environment <sup>10</sup> .		the regulatory environment <sup>10</sup> .	
<p>(11) It is of particular importance that future measures proposed on the basis of this Regulation or procedures to be implemented in application of it <b>should</b> comply with <b>these</b> principles, which have been restated by the Commission in its Report CARS 21. In particular, for the purposes of better regulation and simplification and in order to avoid constant updating of existing <b>EU</b> legislation on issues of technical specifications, this Regulation should make reference to existing international standards and regulations which are available to the public without reproducing them in the EU legal framework.</p>	<p>(11) It is of particular importance that future measures proposed on the basis of this Regulation, or procedures to be implemented in <i>its</i> application, comply with <b>the</b> principles restated by the Commission in its Report CARS 21. In particular, for the purposes of better regulation and simplification and in order to avoid constant updating of existing <b>Union</b> legislation on issues of technical specifications, this Regulation should make reference to existing international standards and regulations which are available to the public without reproducing them in the EU legal framework.</p>	<p>(11) It is of particular importance that future measures proposed on the basis of this Regulation or procedures to be implemented in application of it comply with <b>the</b> principles which have been restated by the Commission in its Report CARS 21. In particular, for the purposes of better regulation and simplification and in order to avoid constant updating of existing EU legislation on issues of technical specifications, this Regulation should make reference to existing international standards and regulations which are available to the public without reproducing them in the EU legal framework.</p>	
<p>(12) Directive 2003/37/EC in a first stage limited the mandatory application of the <b>EU</b> whole vehicle type-approval procedure to the vehicle categories T1, T2 and T3 and did not provide for all requirements necessary in order to apply for EC-whole vehicle type approval on a voluntary basis for other categories. In order to complete the internal market and to ensure that it functions properly, this Regulation should allow manufacturers to apply for EU-whole vehicle type</p>		<p>(12) Directive 2003/37/EC in a first stage limited the mandatory application of the <b>EC</b> whole vehicle type-approval procedure to the vehicle categories T1, T2 and T3 and did not provide for all requirements necessary in order to apply for EC-whole vehicle type- approval on a voluntary basis for other categories. In order to complete the internal market and to ensure that it functions properly, this Regulation should allow manufacturers to apply for EU-whole vehicle type-</p>	

<sup>10</sup> COM(2002)278 final, 5.6.2002.

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<p>approval for all categories covered by this Regulation on a voluntary basis, thereby enabling them to benefit from the advantages of the internal market by means of the EU type-approval.</p>		<p>approval for all categories covered by this Regulation on a voluntary basis, thereby enabling them to benefit from the advantages of the internal market by means of the EU type-approval.</p>	
<p>(13) It is appropriate to establish the principle that vehicles must be designed, constructed and assembled so as to minimise the risk of injury to the vehicle occupants and to other road users. For this purpose, it is necessary that manufacturers ensure that vehicles comply with the relevant requirements set out in this Regulation. Those provisions should include, but not be limited to, requirements relating to vehicle structural integrity, systems to aid the driver's control of the vehicle, systems to provide the driver with visibility and information on the state of the vehicle and the surrounding area, vehicle lighting systems, vehicle occupant protection systems, the vehicle exterior and accessories, vehicle masses and dimensions and vehicle tyres.</p>			
		<p><b><u>(13a) The national authorities' obligations laid down in the market surveillance provisions of this Regulation are more specific than the corresponding provisions of Regulation (EC) 765/2008.</u></b></p>	
<p>(14) In order to ensure that the procedure</p>		<p>(14) In order to ensure that the procedure</p>	

<p>for monitoring conformity of production, which is one of the cornerstones of the <b>Community</b> type-approval system, has been correctly implemented and functions properly, manufacturers should be regularly checked by <b>the</b> competent authority or by an appropriately qualified technical service appointed for that purpose.</p>		<p>for monitoring conformity of production, which is one of the cornerstones of the <b>EU</b> type-approval system, has been correctly implemented and functions properly, manufacturers should be regularly checked by <b>a</b> competent authority or by an appropriately qualified technical service appointed for that purpose.</p>	
<p>(15) <b>In order to prevent misuse, the</b> simplified procedure for small series vehicles should be restricted to limited numbers of vehicles; <b>it is</b> therefore necessary to define precisely the concept of small series in terms of the number of vehicles produced.</p>		<p>(15) <b>There should be a</b> simplified <b>type-approval</b> procedure for small series vehicles <b>which</b> should, <b>however,</b> be restricted to limited numbers of vehicles. <b>Therefore it is</b> necessary to define precisely the concept of small series in terms of the number of vehicles produced.</p>	
<p>(16) It is important to lay down provisions for the individual approval of vehicles, in order to allow sufficient flexibility in the multi-stage approval system.</p>			
<p>(17) The main objective of the legislation of the Union on the approval of vehicles is to ensure that new vehicles, components and separate technical units <b>put</b> on the market provide a high level of safety and environmental protection. This aim should not be impaired by the fitting of certain parts or equipment after vehicles have been placed on the market or have entered into service. Thus,</p>	<p>(17) The main objective of the legislation of the Union on the approval of vehicles is to ensure that new vehicles, components and separate technical units <b>placed</b> on the market provide a high level of safety and environmental protection. This aim should not be impaired by the fitting of certain parts or equipment after vehicles have been placed on the market or have entered into service. Thus,</p>	<p>(17) The main objective of the legislation of the Union on the approval of vehicles is to ensure that new vehicles, components and separate technical units <b>placed</b> on the market provide a high level of safety and environmental protection. This aim should not be impaired by the fitting of certain parts or equipment after vehicles have been placed on the market or have entered into</p>	

<p>appropriate measures should be taken in order to make sure that parts or equipment which can be fitted to vehicles and which are capable of significantly impairing the functioning of systems that are essential in terms of safety or environmental protection, are subject to a prior control by an approval authority before they are <b><u>offered for sale</u></b>. These measures should consist of technical provisions concerning the requirements that those parts or equipment have to comply with.</p>	<p>appropriate measures should be taken in order to make sure that parts or equipment which can be fitted to vehicles and which are capable of significantly impairing the functioning of systems that are essential in terms of safety or environmental protection, are subject to a prior control by an approval authority before they are <b><u>placed on the market</u></b>. These measures should consist of technical provisions concerning the requirements that those parts or equipment have to comply with.</p> <p><i>(This amendment applies throughout the text. Adopting it will necessitate corresponding changes throughout.)</i></p>	<p>service. Thus, appropriate measures should be taken in order to make sure that parts or equipment which can be fitted to vehicles and which are capable of significantly impairing the functioning of systems that are essential in terms of safety or environmental protection, are subject to a prior control by an approval authority before they are <b><u>placed on the market</u></b>. These measures should consist of technical provisions concerning the requirements that those parts or equipment have to comply with.</p>	
<p>(18) <b><u>Those</u></b> measures should only apply to a limited number of parts and equipment, the list of which should be established in a delegated act after <b><u>having consulted</u></b> the stakeholders. <b><u>Such</u></b> measures should ensure that the parts or equipment in question do not impair the safety or environmental performance of the vehicle while at the same time preserving wherever possible competition in the aftermarket.</p>		<p>(18) <b><u>Such</u></b> measures should only apply to a limited number of parts and equipment, the list of which should be established <b><u>by the Commission</u></b> in a delegated act after <b><u>it has consulted</u></b> the stakeholders. <b><u>The</u></b> measures should ensure that the parts or equipment in question do not impair the safety or environmental performance of the vehicle while at the same time preserving wherever possible competition in the aftermarket.</p>	
<p>(19) It is important that manufacturers supply relevant information to vehicle owners in order to prevent misuse of safety devices.</p>			

<p>(20) In order to allow manufacturers of components or separate technical units to apply for EU type-approval for components or separate technical units or authorisation, it is also important for these manufacturers to have access to certain information that is available only from the vehicle manufacturer, such as the technical information, including drawings, required for the development of parts for the aftermarket.</p>	<p>(20) In order to allow manufacturers of components or separate technical units to apply for EU type-approval for components or separate technical units or authorisation, it is also important for these manufacturers to have access to certain information that is available only from the vehicle manufacturer, such as the technical information, including <b>non-proprietary</b> drawings, required for the development of parts for the aftermarket.</p>		
<p>(21) <b>Unrestricted</b> access to vehicle repair information, via a standardised format which can be used to retrieve the technical information, and effective competition on the market for vehicle repair and maintenance information services are necessary to improve the functioning of the internal market, particularly as regards the free movement of goods, freedom of establishment and freedom to provide services. A great proportion of such information is related to on-board diagnostic (OBD) systems and their interaction with other vehicle systems. It is appropriate to lay down technical specifications that the websites of the manufacturers should follow, <b>along with targeted measures to ensure reasonable access for</b> small and medium-sized <b>enterprises</b>.</p>	<p>(21) <b>Equal and non-discriminatory</b> access to vehicle repair information, via a standardised format which can be used to retrieve the technical information, and effective competition on the market for vehicle repair and maintenance information services are necessary to improve the functioning of the internal market, particularly as regards the free movement of goods, freedom of establishment and freedom to provide services. A great proportion of such information is related to on-board diagnostic (OBD) systems and their interaction with other vehicle systems. It is appropriate to lay down technical specifications that the websites of the manufacturers should follow, with <b>due regard to the principle of proportionality, taking into account production volumes, and the capabilities of</b> small and medium-sized</p>		

	<i>manufacturers.</i>		
	<i>(21a) The Member States should ensure that the authorised dealers, repairers and independent operators providing repair or maintenance services for vehicles have the necessary technical skills and knowledge to ensure that the safety and environmental performance of those vehicles is maintained.</i>		
			<p>(21b) Vehicle manufacturers may also fulfil their obligations to grant access to repair and maintenance information on the communication protocols between tractors and towed or mounted equipment, as defined in ISO 11783, by providing on the manufacturer's website a link to a website set up jointly by several manufacturers or a consortium of manufacturers.</p> <p>Inserted to replace article 47.3a (EP text)</p>
(22) The Member States should lay down rules on penalties applicable to infringements of the provisions of this Regulation and ensure that they are implemented. Those penalties should be effective, proportionate and dissuasive.			
(23) <u>The Commission should be empowered</u> to adopt delegated acts in accordance with Article 290 of the Treaty <u>in respect of road safety</u>	(23) <i>In order to supplement or amend certain non-essential elements of this Regulation, the power to</i> adopt acts in accordance with Article 290 of the	(23) <u>In order to achieve uniform implementation of this Regulation, the power</u> to adopt acts in accordance with Article 290 of the Treaty <u>on the</u>	

<p><u>(including braking), occupational safety and environmental performance, testing, access to repair and maintenance information and appointment and specific authorized tasks of technical services, in order to supplement or amend certain non-essential elements of this Regulation.</u></p>	<p>Treaty on the Functioning of the European Union should be delegated to the Commission in respect of detailed arrangements for approval and market surveillance of all new vehicles, as well as for placing on the market or entry into service of parts and equipment. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.</p>	<p><u>Functioning of the European Union should be delegated to the Commission in respect of detailed arrangements for approval and market surveillance of all new vehicles, as well as for placing on the market or entry into service of systems, components or separate technical units. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level.</u></p>	
		<p><u>The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and Council.</u></p>	
<p><u>(24) Some of the subjects covered by this Regulation require uniform conditions for the implementation in the Member States, in order to ensure the proper functioning of the internal market by facilitating mutual recognition of administrative decisions taken in the different Member States and the acceptance of documents issued by vehicle manufacturers, thus</u></p>	<p>(24) Uniform conditions are required for implementing this Regulation in respect of the form of the information to be provided when applying for type-approval, the templates for manufacturers' additional plates and EU type-approval certificates, the list of type approvals issued and the numbering system for EU type-approvals, so as to ensure the proper</p>	<p><u>(24) In order to ensure uniform conditions for the implementation of this Regulation, implementing power should be conferred on the Commission. The implementing powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and</u></p>	

<p><b><u>allowing stakeholders to benefit from the internal market more easily. The Commission should therefore be empowered to adopt implementing acts in accordance with Article 291 of the Treaty in order to lay down uniform conditions for the implementation of this regulation with regard to the following items: list of information to be provided when applying for type-approval, type-approval procedures, templates for manufacturers' additional plates, EU type-approval certificates, list of type approvals issued, numbering system for EU type-approvals and procedures to ensure conformity of production.</u></b></p>	<p>functioning of the internal market by facilitating mutual recognition of administrative decisions taken in the different Member States and the acceptance of documents issued by vehicle manufacturers, thus allowing stakeholders to benefit from the internal market more easily. <i>In order to ensure uniform conditions for the implementation of the relevant provisions of this Regulation, implementing powers should therefore be conferred on the Commission. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers<sup>10b</sup>.</i></p>	<p><b><u>general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers<sup>10a</sup>.</u></b></p>	
<p><b><u>(25) According to Article 291 of the TFEU, rules and general principles concerning mechanisms for the control by Member States of the Commission's exercise of its implementing powers shall be laid down in advance by a Regulation adopted in accordance with the ordinary legislative procedure. Pending the adoption of that new</u></b></p>	<p><i>deleted</i></p>	<p><b><u>deleted</u></b></p>	

<sup>10b</sup> OJ L 55, 28.2.2011, p. 13.

<sup>10a</sup> OJ L 55, 28.2.2011, p. 13.

<p><u><i>Regulation, Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission continues to apply, with the exception of the regulatory procedure with scrutiny, which is not applicable.</i></u></p>			
<p>(26) As a consequence of the application of the new regulatory system set in place by this regulation, <b>Directive 2003/37/EC</b> and the following Directives should be repealed: Directive 74/347/EEC of the Council<sup>11</sup> of 25 June 1974 on the approximation of the laws of the Member States relating to the field of vision and windscreen wipers for wheeled agricultural or forestry tractors, Directive 76/432/EEC of the Council<sup>12</sup> of 6 April 1976 on the approximation of the laws of the Member States relating to the braking devices of wheeled agricultural or forestry tractors, Directive 76/763/EEC of the Council<sup>13</sup> of 27 July 1976 on the approximation of the laws of the Member States relating to passenger seats for wheeled agricultural or forestry tractors, Directive 77/537/EEC of the Council<sup>14</sup> of 28 June 1977 on the</p>		<p>(26) As a consequence of the application of the new regulatory system set in place by this Regulation, the following Directives should be repealed: Directive 74/347/EEC of the Council<sup>11</sup> of 25 June 1974 on the approximation of the laws of the Member States relating to the field of vision and windscreen wipers for wheeled agricultural or forestry tractors, Directive 76/432/EEC of the Council<sup>12</sup> of 6 April 1976 on the approximation of the laws of the Member States relating to the braking devices of wheeled agricultural or forestry tractors, Directive 76/763/EEC of the Council<sup>13</sup> of 27 July 1976 on the approximation of the laws of the Member States relating to passenger seats for wheeled agricultural or forestry tractors, Directive 77/537/EEC of the Council<sup>14</sup> of 28 June 1977 on the approximation of the laws of the</p>	

<sup>11</sup> OJ L 191 of 15.07.1974, p. 5.

<sup>12</sup> OJ L 122 of 8.05.1976, p. 1.

<sup>13</sup> OJ L 262 of 27.09.1976, p. 135.

<sup>14</sup> OJ L 220 of 29.08.1977, p. 38.



<p>approximation of the laws of the Member States relating to the measures to be taken against the emission of pollutants from diesel engines for use in wheeled agricultural or forestry tractors, Directive 78/764/EEC of the Council<sup>15</sup> of 25 July 1978 on the approximation of the laws of the Member States relating to the driver's seat on wheeled agricultural or forestry tractors, Directive 80/720/EEC of the Council<sup>16</sup> of 24 June 1980 on the approximation of the laws of the Member States relating to the operating space, access to the driving position and the doors and windows of wheeled agricultural or forestry tractors, Directive 86/297/EEC of the Council<sup>17</sup>, of 26 May 1986 on the approximation of the laws of the Member States relating to the power take-offs of wheeled agricultural and forestry tractors and their protection, Directive 86/298/EEC of the Council<sup>18</sup> of 26 May 1986 on rear-mounted roll-over protection structures of narrow-track wheeled agricultural and forestry</p>		<p>Member States relating to the measures to be taken against the emission of pollutants from diesel engines for use in wheeled agricultural or forestry tractors, Directive 78/764/EEC of the Council<sup>15</sup> of 25 July 1978 on the approximation of the laws of the Member States relating to the driver's seat on wheeled agricultural or forestry tractors, Directive 80/720/EEC of the Council<sup>16</sup> of 24 June 1980 on the approximation of the laws of the Member States relating to the operating space, access to the driving position and the doors and windows of wheeled agricultural or forestry tractors, Directive 86/297/EEC of the Council<sup>17</sup>, of 26 May 1986 on the approximation of the laws of the Member States relating to the power take-offs of wheeled agricultural and forestry tractors and their protection, Directive 86/298/EEC of the Council<sup>18</sup> of 26 May 1986 on rear-mounted roll-over protection structures of narrow-track wheeled agricultural and forestry tractors, Directive 86/415/EEC of the</p>	
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<sup>11</sup> OJ L 191 of 15.07.1974, p. 5.

<sup>12</sup> OJ L 122 of 8.05.1976, p. 1.

<sup>13</sup> OJ L 262 of 27.09.1976, p. 135.

<sup>14</sup> OJ L 220 of 29.08.1977, p. 38.

<sup>15</sup> OJ L 255 of 18.09.1978, p. 1.

<sup>16</sup> OJ L 194 of 28.07.1980, p. 1.

<sup>17</sup> OJ L 186 of 8.07.1986, p. 19.

<sup>18</sup> OJ L 186 of 8.07.1986, p. 26.

<p>tractors, Directive 86/415/EEC of the Council<sup>19</sup> of 24 July 1986 on the installation, location, operation and identification of the controls of wheeled agricultural or forestry tractors, Directive 87/402/EEC of the Council<sup>20</sup> of 25 June 1987 on roll-over protection structures mounted in front of the driver's seat on narrow-track wheeled agricultural and forestry tractors, Directive 2000/25/EEC of the European Parliament and the Council<sup>21</sup> of 22 May 2000 on action to be taken against the emission of gaseous and particulate pollutants by engines intended to power agricultural or forestry tractors and amending 74/150/EEC, Directive 2009/57/EC of the European Parliament and the Council<sup>22</sup> of 13 July 2009 on the approximation of the laws of the Member States relating to the roll-over protection structures of wheeled agricultural or forestry tractors, Directive 2009/58/EC of the European Parliament and the Council<sup>23</sup> of 13 July 2009 on the approximation of the laws of the</p>		<p>Council<sup>19</sup> of 24 July 1986 on the installation, location, operation and identification of the controls of wheeled agricultural or forestry tractors, Directive 87/402/EEC of the Council<sup>20</sup> of 25 June 1987 on roll-over protection structures mounted in front of the driver's seat on narrow-track wheeled agricultural and forestry tractors, Directive 2000/25/EEC of the European Parliament and the Council<sup>21</sup> of 22 May 2000 on action to be taken against the emission of gaseous and particulate pollutants by engines intended to power agricultural or forestry tractors and amending 74/150/EEC, <b><u>Directive 2003/37/EC</u></b>, Directive 2009/57/EC of the European Parliament and the Council<sup>22</sup> of 13 July 2009 on the approximation of the laws of the Member States relating to the roll-over protection structures of wheeled agricultural or forestry tractors, Directive 2009/58/EC of the European Parliament and the Council<sup>23</sup> of 13 July 2009 on the approximation of the laws of the</p>	
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<sup>15</sup> OJ L 255 of 18.09.1978, p. 1.

<sup>16</sup> OJ L 194 of 28.07.1980, p. 1.

<sup>17</sup> OJ L 186 of 8.07.1986, p. 19.

<sup>18</sup> OJ L 186 of 8.07.1986, p. 26.

<sup>19</sup> OJ L 240 of 26.08.1986, p. 1.

<sup>20</sup> OJ L 220 of 8.08.1987, p. 1.

<sup>21</sup> OJ L 173 of 12.07.2000, p. 1.

<sup>22</sup> OJ L 261 of 3.10.2009, p. 1.

<sup>23</sup> OJ L 198 of 30.7.2009, p. 4.

<p>Member States relating to the coupling device and the reverse of wheeled agricultural or forestry tractors, Directive 2009/59/EC of the European Parliament and the Council<sup>24</sup> of 13 July 2009 on the approximation of the laws of the Member States relating to rear-view mirrors for wheeled agricultural of forestry tractors, Directive 2009/60/EC of the European Parliament and the Council<sup>25</sup> of 13 July 2009 on the approximation of the laws of the Member States relating to the maximum design speed of and load platforms for wheeled agricultural or forestry tractors, Directive 2009/61/EC of the European Parliament and the Council<sup>26</sup> of 17 October 1978 on the approximation of the laws of the Member States relating to the installation of lighting and light-signalling devices on wheeled agricultural and forestry tractors, Directive 2009/63/EC of the European Parliament and the Council<sup>27</sup> of 13 July</p>		<p>Member States relating to the coupling device and the reverse of wheeled agricultural or forestry tractors, Directive 2009/59/EC of the European Parliament and the Council<sup>24</sup> of 13 July 2009 on the approximation of the laws of the Member States relating to rear-view mirrors for wheeled agricultural of forestry tractors, Directive 2009/60/EC of the European Parliament and the Council<sup>25</sup> of 13 July 2009 on the approximation of the laws of the Member States relating to the maximum design speed of and load platforms for wheeled agricultural or forestry tractors, Directive 2009/61/EC of the European Parliament and the Council<sup>26</sup> of 17 October 1978 on the approximation of the laws of the Member States relating to the installation of lighting and light-signalling devices on wheeled agricultural and forestry tractors, Directive 2009/63/EC of the European Parliament and the Council<sup>27</sup> of 13 July</p>	
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<sup>19</sup> OJ L 240 of 26.08.1986, p. 1.

<sup>20</sup> OJ L 220 of 8.08.1987, p. 1.

<sup>21</sup> OJ L 173 of 12.07.2000, p. 1

<sup>22</sup> OJ L 261 of 3.10.2009, p. 1.

<sup>23</sup> OJ L 198 of 30.7.2009, p. 4.

<sup>24</sup> OJ L 198 of 30.7.2009, p. 9.

<sup>25</sup> OJ L 198 of 30.7.2009, p. 15.

<sup>26</sup> OJ L 203 of 5.8.2009, p. 19.

<sup>27</sup> OJ L 214 of 19.8.2009, p. 23.

<sup>24</sup> OJ L 198 of 30.7.2009, p. 9.

<p>2009 on the approximation of the laws of the Member States relating to certain parts and characteristics of wheeled agricultural or forestry tractors, Directive 2009/64/EC of the European Parliament and the Council<sup>28</sup> of 13 July 2009 on the suppression of radio interference produced by agricultural or forestry tractors (electromagnetic compatibility), Directive 2009/66/EC of the European Parliament and the Council<sup>29</sup> of 13 July 2009 on the approximation of the laws of the Member States relating to the steering equipment of wheeled agricultural or forestry tractors, Directive 2009/68/EC of the European Parliament and the Council<sup>30</sup> of 13 July 2009 on the approximation of the laws of the Member States relating to the component type-approval of lighting and light-signalling devices on wheeled agricultural or forestry tractors, Directive 2009/75/EC of the European Parliament and the Council<sup>31</sup> of 13 July 2009 on the approximation of the laws of the Member States relating to the roll-over protection structures of wheeled</p>		<p>2009 on the approximation of the laws of the Member States relating to certain parts and characteristics of wheeled agricultural or forestry tractors, Directive 2009/64/EC of the European Parliament and the Council<sup>28</sup> of 13 July 2009 on the suppression of radio interference produced by agricultural or forestry tractors (electromagnetic compatibility), Directive 2009/66/EC of the European Parliament and the Council<sup>29</sup> of 13 July 2009 on the approximation of the laws of the Member States relating to the steering equipment of wheeled agricultural or forestry tractors, Directive 2009/68/EC of the European Parliament and the Council<sup>30</sup> of 13 July 2009 on the approximation of the laws of the Member States relating to the component type-approval of lighting and light-signalling devices on wheeled agricultural or forestry tractors, Directive 2009/75/EC of the European Parliament and the Council<sup>31</sup> of 13 July 2009 on the approximation of the laws of the Member States relating to the roll-over protection structures of wheeled</p>	
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<sup>25</sup> OJ L 198 of 30.7.2009, p. 15.

<sup>26</sup> OJ L 203 of 5.8.2009, p. 19.

<sup>27</sup> OJ L 214 of 19.8.2009, p. 23.

<sup>28</sup> OJ L 216 of 20.8.2009, p. 1.

<sup>29</sup> OJ L 201 of 1.8.2009, p. 11.

<sup>30</sup> OJ L 203 of 5.8.2009, p. 52.

<sup>31</sup> OJ L 261 of 3.10.2009, p. 40.

<p>agricultural or forestry tractors (static testing), Directive 2009/76/EC of the European Parliament and the Council<sup>32</sup> of 13 July 2009 on the approximation of the laws of the Member States relating to the driver-perceived noise level of wheeled agricultural or forestry tractors, Directive 2009/144/EC of the European Parliament and the Council<sup>33</sup> of 30 November 2009 on the approximation of the laws of the Member States relating to certain components and characteristics of wheeled agricultural or forestry tractors (dimensions and towable masses etc).</p>		<p>agricultural or forestry tractors (static testing), Directive 2009/76/EC of the European Parliament and the Council<sup>32</sup> of 13 July 2009 on the approximation of the laws of the Member States relating to the driver-perceived noise level of wheeled agricultural or forestry tractors, Directive 2009/144/EC of the European Parliament and the Council<sup>33</sup> of 30 November 2009 on the approximation of the laws of the Member States relating to certain components and characteristics of wheeled agricultural or forestry tractors (dimensions and towable masses etc).</p>	
<p>(27) It is important for all stakeholders to establish a clear relation between this Regulation and Directive 2006/42/EC on <b>the safety of machinery</b><sup>34</sup>, in order to clearly establish which requirements a specific product needs to fulfil.</p>	<p>(27) It is important for all stakeholders to establish a clear relation between this Regulation and Directive 2006/42/EC on machinery<sup>34</sup>, in order to <b>avoid overlapping and</b> clearly establish which requirements a specific product needs to</p>	<p>(27) It is important for all stakeholders to establish a clear relation between this Regulation and Directive 2006/42/EC on machinery<sup>34</sup>, in order to clearly establish which requirements a specific product needs to fulfil.</p>	

28 OJ L 216 of 20.8.2009, p. 1.  
 29 OJ L 201 of 1.8.2009, p. 11.  
 30 OJ L 203 of 5.8.2009, p. 52.  
 31 OJ L 261 of 3.10.2009, p. 40.  
 32 OJ L 201 of 1.8.2009, p. 18.  
 33 OJ L 27 of 30.1.2010, p.33.  
 32 OJ L 201 of 1.8.2009, p. 18.  
 33 OJ L 27 of 30.1.2010, p.33.  
 34 OJ L 157, 9.6.2006, p.24.  
 34 OJ L 157, 9.6.2006, p.24.  
 34 OJ L 157, 9.6.2006, p.24.

	fulfil.		
	<p><i>(27a) Since the objective of this Regulation, namely to lay down harmonised rules on the administrative and technical requirements for the approval and market surveillance of agricultural and forestry vehicles, cannot be sufficiently achieved by the Member States, and can therefore, by reason of its scale and effects, be better achieved at Union level, the Union may adopt measures in accordance with the principle of subsidiarity, as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective.</i></p>	<p><b><u>(27a) Since the objective of this Regulation, namely to lay down harmonised rules on the administrative and technical requirements for the approval and market market surveillance of agricultural and forestry vehicles, cannot be sufficiently achieved by the Member States acting alone, and can therefore, by reason of its scale and effects, be better achieved at Union level, the Union may adopt measures in accordance with the principle of subsidiarity, as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective.</u></b></p>	
HAVE ADOPTED THIS REGULATION:			
CHAPTER I SUBJECT MATTER, SCOPE AND DEFINITIONS			
Article 1 Subject matter			
This Regulation establishes the administrative and technical	This Regulation establishes the administrative and technical	<b><u>1.</u></b> This Regulation establishes the administrative and technical	<b><u>1.</u></b> This Regulation establishes the administrative and technical

<p>requirements for the <b>EU type</b>-approval of all new vehicles referred to in Article 2.</p>	<p>requirements for the approval <i>and market surveillance</i> of all vehicles referred to in Article 2.</p>	<p>requirements for the approval of all new vehicles, <b>systems, components and separate technical units</b> referred to in Article 2. <b><u>This Regulation also makes provision for the individual approval of vehicles at national level.</u></b></p>	<p>requirements for the approval of all new vehicles, <b>systems, components and separate technical units</b> referred to in Article 2. <b><u>This Regulation also makes provision for the individual approval of vehicles at national level.</u></b></p> <p>aligned with L-type</p>
<p>This Regulation also establishes the requirements for the <b><u>sale and entry into service of parts and equipment intended for vehicles approved</u></b> in accordance with this Regulation <b><u>and of the prohibition of such sale and entry into service.</u></b></p>	<p>This Regulation also establishes the requirements for the <i>placing on the market or</i> entry into service of <i>systems, components and separate technical units</i> intended for vehicles approved in accordance with this Regulation.</p>	<p><b>2.</b> This Regulation also establishes the requirements for the <b><u>market surveillance of vehicles, systems, components and separate technical units subject to approval</u></b> in accordance with this Regulation. <b><u>In addition, it also establishes the requirements for the market surveillance of parts and equipment for such vehicles.</u></b></p>	<p><b>2.</b> This Regulation also establishes the requirements for the <b><u>market surveillance of vehicles, systems, components and separate technical units subject to approval</u></b> in accordance with this Regulation. <b><u>In addition, it also establishes the requirements for the market surveillance of parts and equipment for such vehicles.</u></b></p> <p>aligned with L-type</p>
<p>This Regulation is without prejudice to the application of <b><u>the relevant legislation of the Union</u></b> on road safety.</p>		<p><b>3.</b> This Regulation is without prejudice to the application of legislation on road safety.</p>	<p><b>YELLOW</b></p> <p>EP would like to align the wording with L-type</p> <p>CEU to check with MS</p> <p>If no agreement in WG, EC to propose a wording in line with recital 4</p>
<p>Article 2 Scope</p>			
<p>1. This Regulation <b><u>shall apply</u></b> to the</p>	<p>1. This Regulation shall apply to the</p>	<p>1. This Regulation <del><u>applies</u></del> to the type-</p>	<p><b>1. This Regulation <u>applies</u> to</b></p>

type-approval <u>and individual approval</u> of vehicles designed and constructed in one or more stages, and <u>of</u> systems, components and separate technical units designed and constructed for such vehicles.	type-approval of <i>agricultural and forestry</i> vehicles designed and constructed in one or more stages, and of systems, components and separate technical units designed and constructed for such vehicles.	approval of <u>agricultural and forestry</u> vehicles, <u>as described in Article 4</u> , designed and constructed in one or more stages, and <u>to</u> systems, components and separate technical units, <u>as well as parts and equipment</u> , designed and constructed for such vehicles.	<u>agricultural and forestry</u> vehicles, <u>as described in Article 4</u> , designed and constructed in one or more stages, and <u>to</u> systems, components and separate technical units, <u>as well as parts and equipment</u> , designed and constructed for such vehicles. aligned with L-type
	<i>This Regulation shall also apply to the individual approval of vehicles referred to in subparagraph 1.</i>		<del>deleted</del> covered by new §1
This Regulation shall apply to the following vehicles:			
(a) tractors (categories T and C),			
(b) trailers (category R),			
(c) interchangeable towed equipment (category S) <u>and</u>		(c) interchangeable towed equipment (category S). <sub>2</sub>	<u>(c) interchangeable towed equipment (category S).</u> <sub>2</sub>
<u>(d) mobile machinery (category U).</u>	<del>deleted</del>	<del>deleted</del>	<del>deleted</del>



		<u>However, this Regulation is without prejudice to the applicability of Directive 2006/42/EC, save as regards safety aspects laid down pursuant to this Regulation.</u>	<del>deleted</del>
2. This Regulation shall not apply to interchangeable machinery that is fully raised from the ground when the vehicle to which it is attached is in use on a road.	2. This Regulation shall not apply to interchangeable machinery that is fully raised from the ground <i>or that cannot articulate around a vertical axis</i> when the vehicle to which it is attached is in use on a road.		2. This Regulation shall not apply to interchangeable machinery that is fully raised from the ground <i>or that cannot articulate around a vertical axis</i> when the vehicle to which it is attached is in use on a road.
3. For the following vehicles, the manufacturer may choose whether to apply for <u>type-approval</u> under this regulation or <u>for</u> national <u>type-approval</u> :	3. For the following vehicles, the manufacturer may choose whether to apply for <u>type-approval</u> under this Regulation or <i>whether to comply with the relevant national requirements</i> :	3. For the following vehicles, the manufacturer may choose whether to apply for approval under this Regulation or <u>whether to comply with the relevant national requirements</u> :	3. For the following vehicles, the manufacturer may choose whether to apply for approval under this Regulation or <u>whether to comply with the relevant national requirements</u> :
<u>(a) mobile machinery;</u>	<del>deleted</del>	<del>deleted</del>	<del>deleted</del>
(b) trailers and towed <u>implements, categories R and S</u> ;	(b) trailers ( <i>category R</i> ) and <i>interchangeable</i> towed <i>equipment</i> ( <i>category S</i> );	(b) trailers ( <u>category R</u> ) and <u>interchangeable</u> towed <u>equipment</u> ( <u>category S</u> );	(b) trailers ( <i>category R</i> ) and <u>interchangeable</u> towed <u>equipment</u> ( <i>category S</i> );
<u>(c) in case of individual approval, prototypes of vehicles used under the responsibility of a manufacturer to</u>		<del>deleted</del>	<b>YELLOW</b> Needs to be confirmed by EP delegation

<p><b><u>perform a specific test programme and which where specifically designed and constructed for that purpose.</u></b></p>			
	<p><i>(ca) track-laying tractors (category C)</i></p>		<p><b>YELLOW</b> CEU agrees in principle but will check with ms to confirm</p>
	<p><i>(cb) special purpose wheeled tractors (categories T4.1 and T4.2)</i></p>		<p><b>YELLOW</b> CEU agrees in principle but will check with ms to confirm</p>
		<p><b><u>3a. This Regulation does not apply to the systems, components and separate technical units of vehicles in the meaning of paragraph 2, unless these are intended to be fitted to vehicles in the meaning of paragraph 1.</u></b></p>	<p><b>YELLOW</b> wording to be checked and explanations provided by CEU</p>
<p>Article 3 Definitions</p>			
<p>For the purposes of this Regulation and of the acts listed in Annex I except as otherwise provided therein:</p>	<p>For the purposes of this Regulation and of the acts listed in Annex I, except as otherwise provided therein, <i>the following definitions shall apply:</i></p>	<p>For the purposes of this Regulation and of the acts listed in Annex I, except as otherwise provided therein, <b><u>the following definitions shall apply:</u></b></p>	<p><b>For the purposes of this Regulation and of the acts listed in Annex I, except as otherwise provided therein, <i>the following definitions shall apply:</i></b></p>
<p>1. "type-approval" means the procedure whereby an approval authority certifies that a type of vehicle, system, component or separate technical unit satisfies the relevant administrative provisions and</p>			

technical requirements;			
2. "whole vehicle <i>type approval</i> " means a <i>type approval</i> whereby an approval authority certifies that a complete vehicle satisfies the relevant administrative provisions and technical requirements;	2. 'whole vehicle <i>type-approval</i> ' means a <i>type-approval</i> whereby an approval authority certifies that <i>an incomplete, complete or completed</i> vehicle <i>type</i> satisfies the relevant administrative provisions and technical requirements;	2. "whole vehicle type-approval" means a type-approval whereby an approval authority certifies that <u>an incomplete</u> , a complete <u>or completed</u> vehicle <u>type</u> satisfies the relevant administrative provisions and technical requirements;	2. 'whole vehicle <i>type-approval</i> ' means a <i>type-approval</i> whereby an approval authority certifies that <i>an incomplete, complete or completed</i> vehicle <i>type</i> satisfies the relevant administrative provisions and technical requirements;
3. "system <u>type approval</u> " means a <u>type approval</u> whereby an approval authority certifies that a system built into a vehicle of a specific type satisfies the relevant administrative provisions and technical requirements;		3. "system <u>type-approval</u> " means a <u>type-approval</u> whereby an approval authority certifies that a system built into a vehicle of a specific type satisfies the relevant administrative provisions and technical requirements;	3. "system <u>type-approval</u> " means a <u>type-approval</u> whereby an approval authority certifies that a system built into a vehicle of a specific type satisfies the relevant administrative provisions and technical requirements;
4. "component type approval" means a type approval whereby an approval authority certifies that a component independently of a vehicle satisfies the relevant administrative provisions and technical requirements;			
5. "separate technical unit <u>type approval</u> " means a <u>type approval</u> whereby an approval authority certifies that a separate technical unit <u>in relation to one or more specified types of vehicles</u> satisfies the relevant administrative provisions and technical requirements;	5. 'separate technical unit <i>type-approval</i> ' means a <i>type-approval</i> whereby an approval authority certifies that a separate technical unit <i>satisfies the relevant administrative provisions and technical requirements</i> in relation to one or more specified types of vehicles;	5. "separate technical unit <u>type-approval</u> " means a <u>type-approval</u> whereby an approval authority certifies that a separate technical unit satisfies the relevant administrative provisions and technical requirements <u>in relation to one or more specified types of vehicles</u> ;	5. 'separate technical unit <i>type-approval</i> ' means a <i>type-approval</i> whereby an approval authority certifies that a separate technical unit <i>satisfies the relevant administrative provisions and technical requirements</i> in relation to one or more specified types of vehicles;
6. "national type-approval" means a type-approval procedure laid down by the national law of a Member State, the			

<p>validity of such approval being restricted to the territory of that Member State;</p>			
<p>7. "EU type-approval" means the procedure whereby an approval authority certifies that a type of vehicle, system, component or separate technical unit satisfies the relevant administrative provisions and technical requirements of this Regulation;</p>			
<p>8. 'tractor' means any motorised, wheeled or tracked agricultural or forestry vehicle having at least two axles and a maximum design speed of not less than 6 km/h, the main function of which lies in its tractive power and which has been especially designed to pull, push, carry and actuate certain interchangeable equipment designed to perform agricultural or forestry work, or to tow agricultural or forestry trailers or equipment; it may be adapted to carry a load in the context of agricultural or forestry work and/or may be equipped with one or more passenger seats;</p>			
	<p><i>8a. 'Utility All-Terrain Vehicle' (ATV) means a vehicle having a seat designed to be straddled by the operator and handlebars for steering control.</i></p>		<p><b>SHADOWS</b></p>
	<p><i>A Utility ATV has the following additional characteristics:</i></p>		<p><b>SHADOWS</b></p>

	<p><i>Maximum speed by design 60 km/h; Tire design pressure &lt; 5 kPa (0.5 Bar); Tire pattern: terrain Thumb throttle control; Load carrying structure(s) with minimum ratio between vehicle and carrying structure(s) surface area &gt; 25 %; Mass in running order (MRO) &lt; 400 kg; Towing capacity of coupling device rear complies with strength test &gt; 2 x MRO.</i></p>		<p><b>SHADOWS</b></p>
<p>9. ‘trailer’ means any <b>towed</b> agricultural or forestry vehicle intended <b>mainly to carry loads and designed</b> to be towed by a tractor <b>for agricultural or forestry purposes and which is not designed</b> to process materials [and where the ratio of the technically permissible gross mass to the unladen mass of that vehicle is equal to or greater than 3,0;</p>		<p>9. "trailer" means any agricultural or forestry vehicle intended mainly to be towed by a tractor <b>and intended mainly to carry loads or</b> to process materials and where the ratio of the technically permissible gross mass to the unladen mass of that vehicle is equal to or greater than 3,0;</p>	<p><b>YELLOW</b></p> <p>New wording and explanations to be provided by CEU</p>
<p>10. ‘interchangeable towed equipment’ means any vehicle used in agriculture or forestry which is designed to be towed by a tractor, changes or adds to its functions, permanently incorporates an implement or is designed to process materials, which may include a load platform designed and constructed to receive any tools and appliances needed for those purposes and to store temporarily any materials produced or needed during work and where the ratio of the technically permissible gross mass to the unladen mass of that vehicle is less</p>			

than 3,0;			
<u>11. "mobile machinery" means any self-propelled vehicle with the exclusion of machinery mounted on a motor vehicle chassis, which is designed and constructed specifically to perform work and which, because of its construction characteristics, is not suitable for carrying passengers or for transporting goods.</u>	<i>deleted</i>	<u>deleted</u>	<b>deleted</b>
12. "vehicle" means any tractor, trailer, interchangeable towed equipment <i>or mobile machinery</i> as defined in points 8, 9, 10 <i>and 11</i> ;	12. 'vehicle' means any tractor, trailer <i>or</i> interchangeable towed equipment as defined in points 8, 9 <i>and</i> 10;	12. "vehicle" means any tractor, trailer, interchangeable towed equipment or mobile machinery <u>for use in agriculture or forestry</u> as defined in points 8, 9, 10 and 11;	12. 'vehicle' means any tractor, trailer <i>or</i> interchangeable towed equipment as defined in points 8, 9 <i>and</i> 10;
<u>13. "type of vehicle" means vehicles of a particular category which do not differ in at least the essential respects specified in point 41, regardless of whether they belong to different variants and versions as defined in points 42 and 43;</u>		<u>deleted</u>	<b>YELLOW</b> Needs to be confirmed by EP delegation  EC&CEU: deleted because of overlap/duplication with §41
14. "base vehicle" means any vehicle which is used at the initial stage of a multi-stage type-approval process;			
15. "incomplete vehicle" means any vehicle which must undergo at least one			

<p>further stage of completion in order to meet the relevant technical requirements of this Regulation;</p>			
<p>16. "completed vehicle" means a vehicle, resulting from the process of multi-stage type-approval, which meets the relevant technical requirements of this Regulation;</p>			
<p>17. "complete vehicle" means any vehicle which need not be completed in order to meet the relevant technical requirements of this Regulation;</p>			
<p>18. "end-of-series vehicle" means any vehicle that is part of a stock which cannot be <u>registered or sold or entered</u> into service owing to the entry into force of new technical requirements against which it has not been approved;</p>	<p>18. 'end-of-series vehicle' means any vehicle that is part of a stock which cannot be <u>placed on the market or can no longer be made available on the market, registered or enter</u> into service owing to the entry into force of new technical requirements against which it has not been approved;</p>	<p>18. "end-of-series vehicle" means any vehicle that is part of a stock which cannot be <u>made available on the market or can no longer be made available on the market,</u> registered or <u>enter</u> into service owing to the entry into force of new technical requirements against which it has not been approved;</p>	<p>18. "end-of-series vehicle" means any vehicle that is part of a stock which cannot be <u>made available on the market or can no longer be made available on the market,</u> registered or <u>enter</u> into service owing to the entry into force of new technical requirements against which it has not been approved;</p> <p>aligned with L-type</p>
<p>19. "system" means an assembly of devices combined to perform one or more specific functions in a vehicle and which is subject to the requirements of any of <u>the regulatory acts</u>;</p>	<p>19. 'system' means an assembly of devices combined to perform one or more specific functions in a vehicle and which is subject to any of the <u>requirements listed in Annex I</u>;</p>	<p>19. "system" means an assembly of devices combined to perform one or more specific functions in a vehicle and which is subject to the requirements of <u>this Regulation or any of its delegated or implementing acts</u>;</p>	<p>19. "system" means an assembly of devices combined to perform one or more specific functions in a vehicle and which is subject to the requirements of <u>this Regulation or any of its delegated or implementing acts</u>;</p> <p>aligned with L-type</p>

<p>20. "component" means a device subject to the requirements <i>of a regulatory act</i> and intended to be part of a vehicle, which may be type-approved independently of a vehicle <u>where the regulatory act makes express provisions for so doing</u>;</p>	<p>20. 'component' means a device subject to <i>any of the requirements listed in Annex I</i> and intended to be part of a vehicle, which may be type-approved independently of a vehicle where the regulatory act makes express provisions for so doing;</p>	<p>20. "component" means a device subject to the requirements of <b><u>this Regulation or any of its delegated or implementing acts</u></b> and intended to be part of a vehicle, which may be type-approved independently of a vehicle <b><u>in accordance with this Regulation and its delegated or implementing acts, where such acts make express provision for so doing</u></b>;</p>	<p>20. "component" means a device subject to the requirements of <b><u>this Regulation or any of its delegated or implementing acts</u></b> and intended to be part of a vehicle, which may be type-approved independently of a vehicle <b><u>in accordance with this Regulation and its delegated or implementing acts, where such acts make express provision for so doing</u></b>;</p> <p>aligned with L-type</p>
<p>21. "separate technical unit" means a device subject to the requirements <i>of a regulatory act</i> and intended to be part of a vehicle, which may be type-approved separately, but only in relation to one or more specified types of vehicle where <u>the regulatory act makes express provisions</u> for so doing;</p>	<p>21. 'separate technical unit' means a device subject to <i>any of the requirements listed in Annex I</i> and intended to be part of a vehicle, which may be type-approved separately, but only in relation to one or more specified types of vehicle where the regulatory act makes express provisions for so doing;</p>	<p>21. "separate technical unit" means a device subject to the requirements of <b><u>this Regulation or any of its delegated or implementing acts</u></b> and intended to be part of a vehicle, which may be type-approved separately but only in relation to one or more specified types of vehicle, where <b><u>such acts make express provision</u></b> for so doing;</p>	<p>21. "separate technical unit" means a device subject to the requirements of <b><u>this Regulation or any of its delegated or implementing acts</u></b> and intended to be part of a vehicle, which may be type-approved separately but only in relation to one or more specified types of vehicle, where <b><u>such acts make express provision</u></b> for so doing;</p> <p>aligned with L-type</p>
<p>22. "original parts or equipment" means parts or equipment which are manufactured according to the specifications and production standards provided by the vehicle manufacturer for the production of parts or equipment for the assembly of the vehicle in question, including those parts or equipment which are manufactured on the same production line as these parts, or equipment and,</p>			



<p>based on a rebuttable presumption, parts or equipment for which the manufacturer certifies that the parts or equipment match the quality of the components used for the assembly of the vehicle in question and have been manufactured according to the specifications and production standards of the vehicle manufacturer;</p>			
	<p><i>22a. 'parts' means goods used for the assembly of a vehicle as well as spare parts;</i></p>	<p><u>22a. "parts"</u> means goods used for the assembly of a vehicle as well as spare parts;</p>	<p>22a. 'parts' means goods used for the assembly of a vehicle as well as spare parts;</p>
	<p><i>22b. 'spare parts' means goods which are to be installed in or on a vehicle so as to replace original parts of that vehicle, including goods such as lubricants which are necessary for the use of a vehicle, with the exception of fuel;</i></p>	<p><u>22b. "spare parts"</u> means goods which are to be installed in or on a vehicle so as to replace original parts of that vehicle, including goods such as lubricants which are necessary for the use of a vehicle, with the exception of fuel;</p>	<p>22b. 'spare parts' means goods which are to be installed in or on a vehicle so as to replace original parts of that vehicle, including goods such as lubricants which are necessary for the use of a vehicle, with the exception of fuel;</p>
	<p><i>22c. 'equipment' means any goods other than parts which can be added to or installed on a vehicle;</i></p>	<p><u>22c. "equipment"</u> means any goods other than parts which can be added to or installed on a vehicle.</p>	<p>22c. 'equipment' means any goods other than parts which can be added to or installed on a vehicle;</p>
	<p><i>22d. 'functional safety' means the absence of unacceptable risk of physical injury or of damage to the health of people, property or domestic animals owing to hazards caused by malfunctioning of mechanical, hydraulic, pneumatic, electrical or electronic systems, components or separate technical units;</i></p>	<p><u>22d. "functional safety"</u> means the absence of unacceptable risk of physical injury or of damage to the health of people or to properties owing to hazards caused by mal-functional behaviour of mechanical, hydraulic, pneumatic, electrical or electronic systems, components or separate technical units;</p>	<p>22d. "functional safety" means the absence of unacceptable risk of physical injury or of damage to the health of people or to properties owing to hazards caused by mal-functional behaviour of mechanical, hydraulic, pneumatic, electrical or electronic systems, components or separate technical units;</p>

<p>23. "manufacturer" means <b>the person or body</b> who is responsible to the approval authority for all aspects of the type-approval or <b>authorization</b> process <b>and</b> for ensuring conformity of production, whether or not the person <b>or body</b> is directly involved in all stages of the construction of the vehicle, system, component or separate technical unit which is the subject of the approval process;</p>	<p>23. 'manufacturer' means the person or body who is responsible to the approval authority for all aspects of the type-approval or <b>authorisation</b> process, for ensuring conformity of production <b>and who is also responsible for cooperating with the market surveillance authorities for the produced vehicles, systems, components and separate technical units</b>, whether or not the person or body is directly involved in all stages of the construction of the vehicle, system, component or separate technical unit which is the subject of the approval process;</p>	<p>23. "manufacturer" means <b>any natural or legal</b> person who is responsible to the approval authority for all aspects of the type-approval or <b>authorisation</b> process, for ensuring conformity of production <b>and who is also responsible for market surveillance concerns for their produced vehicles, systems, components and separate technical units</b>, whether or not the <b>natural or legal</b> person is directly involved in all stages of the construction of the vehicle, system, component or separate technical unit which is the subject of the approval process;</p>	<p>23. "manufacturer" means <b>any natural or legal</b> person who is responsible to the approval authority for all aspects of the type-approval or <b>authorisation</b> process, for ensuring conformity of production <b>and who is also responsible for market surveillance concerns for their produced vehicles, systems, components and separate technical units</b>, whether or not the <b>natural or legal</b> person is directly involved in all stages of the construction of the vehicle, system, component or separate technical unit which is the subject of the approval process;</p> <p>aligned with L-type</p>
<p>24. "manufacturer's representative" means any natural or legal person established in the Union who is duly appointed by the manufacturer to represent <b>him</b> before the approval authority and to act on <b>his</b> behalf in matters covered by this Regulation;</p>		<p>24. "manufacturer's representative" means any natural or legal person established in the Union who is duly appointed by the manufacturer to represent <b>the manufacturer</b> before the approval authority and to act on <b>the manufacturer's</b> behalf in matters covered by this Regulation;</p>	<p>24. "manufacturer's representative" means any natural or legal person established in the Union who is duly appointed by the manufacturer to represent <b>the manufacturer</b> before the approval authority and to act on <b>the manufacturer's</b> behalf in matters covered by this Regulation;</p> <p>aligned with L-type</p>
<p>25. "approval authority" means the authority of a Member State established or appointed by the Member State and notified to the Commission by the Member State <b>in accordance with Article 5</b> with competence for all aspects</p>	<p>25. 'approval authority' means the authority of a Member State established or appointed by the Member State and notified to the Commission by the Member State with competence for all aspects of the approval of a type of</p>	<p>25. "approval authority" means the authority of a Member State established or appointed by the Member State and notified to the Commission by the Member State with competence for all aspects of the approval of a type of</p>	<p><b>YELLOW</b></p> <p>Aligned with L-type</p> <p>Could be OK but needs to be confirmed</p>

<p>of the approval of a type of vehicle, system, component or separate technical unit <b>or of the individual approval of a vehicle</b>, for the authorisation process, for issuing and, if appropriate, withdrawing approval certificates, for acting as the contact point for the approval authorities of other Member States, for designating the technical services and for ensuring that the manufacturer meets his obligations regarding the conformity of production;</p>	<p>vehicle, system, component or separate technical unit or of the individual approval of a vehicle, for the authorisation process, for issuing and, if appropriate, withdrawing <b>or refusing</b> approval certificates, for acting as the contact point for the approval authorities of other Member States, for designating the technical services and for ensuring that the manufacturer meets his obligations regarding the conformity of production;</p>	<p>vehicle, system, component or separate technical unit, for the authorisation process, for issuing and, if appropriate, withdrawing <b>or refusing</b> approval certificates, for acting as the contact point for the approval authorities of other Member States, for designating the technical services and for ensuring that the manufacturer meets his obligations regarding the conformity of production, <b>or of the individual approval of a vehicle</b>;</p>	<p>by EP delegation</p>
<p>26. "technical service" means an organisation or body designated by the approval authority of a Member State as a testing laboratory to carry out tests, or as a conformity assessment body to carry out the initial assessment and other tests or inspections, on behalf of the approval authority;</p>		<p>26. "technical service" means an organisation or body designated by the approval authority of a Member State as a testing laboratory to carry out tests, or as a conformity assessment body to carry out the initial assessment and other tests or inspections, on behalf of the approval authority, <b>it being possible for the approval authority itself to carry out those functions</b>;</p>	<p><b>YELLOW</b></p> <p>Aligned with L-type</p> <p>Could be OK but needs to be confirmed by EP delegation</p> <p>CEU explains it is related to common practice in MS where a body can be at the same time "approval authority" and "technical service"</p>
	<p><i>26a. 'accreditation' means an attestation by a national accreditation body that a conformity assessment body meets the requirements set by harmonised standards and, where applicable, any additional requirements including those set out in relevant sectoral schemes, to carry out a specific</i></p>		

	<i>conformity assessment activity;</i>		
27. "self-testing" means the performance of tests in <b>his</b> own facilities, the registration of the test results and the submission of a report including conclusions to the approval authority by a manufacturer who has been designated as technical service in order to assess the compliance of certain requirements;		27. "self-testing" means the performance of tests in <b>its</b> own facilities, the registration of the test results and the submission of a report, including conclusions, to the approval authority by a manufacturer who has been designated as technical service in order to assess the compliance of certain requirements;	
28. "virtual testing method" means computer simulations including calculations <b>which</b> demonstrate whether a vehicle, a system, a component or a separate technical unit fulfils the technical requirements of <b>a regulatory act</b> without requiring the use of a physical vehicle, system, component or separate technical unit;	28. 'virtual testing method' means computer simulations including calculations which demonstrate whether a vehicle, a system, a component or a separate technical unit fulfils the technical requirements of <b>the delegated act referred to in Article 18(5)</b> without requiring the use of a physical vehicle, system, component or separate technical unit;	28. "virtual testing method" means computer simulations including calculations <b>to</b> demonstrate whether a vehicle, a system, a component or a separate technical unit fulfils the technical requirements of a <b>delegated act referred to in Article 18(5)</b> without requiring the use of a physical vehicle, system, component or separate technical unit;	
29. "type-approval certificate" means the document whereby the approval authority officially certifies that a type of vehicle, system, component or separate technical unit is approved;			
30. "EU type-approval certificate" means the certificate based on the <b>model</b> set out in <b>this Regulation</b> or the communication form set out in the relevant <b>equivalent UNECE Regulations or OECD Codes listed in Annex I</b> ;	30. "EU type-approval certificate" means the <b>document</b> based on the <b>template</b> set out in <b>the implementing acts referred to in Article 15(4) and Article 16(2)</b> or the communication form set out in the relevant UNECE regulations or OECD codes listed in	30. "EU type-approval certificate" means the certificate based on the <b>template</b> set out in <b>the implementing act adopted under</b> this Regulation or the communication form set out in the relevant UNECE regulations <b>referred to in this Regulation or in its delegated</b>	

	Annex I;	<u>acts</u> ;	
31. "individual approval certificate" means the document whereby the approval authority officially certifies that a particular vehicle is approved;			
32. "certificate of conformity" means the document, <b><u>based on the model set out in this Regulation and</u></b> issued by the manufacturer, which certifies that <b><u>at the time of its production a vehicle belonging to the series of the type approved in accordance with this Regulation corresponded to the type approved in the type approval and complied with all regulatory requirements listed therein;</u></b>	32. 'certificate of conformity' means the document, based on the <i>template</i> set out in <i>the implementing act referred to in Article 24(2)</i> and issued by the manufacturer, which certifies that at the time of its production a vehicle belonging to the series of the type approved in accordance with this Regulation corresponded to the type approved in the <i>type-approval</i> and complied with all requirements listed therein;	32. "certificate of conformity" means the document issued by the manufacturer, which certifies that <b><u>the produced vehicle conforms to the approved vehicle type;</u></b>	
33. "on-board diagnostic system" or "OBD system" means a system <b><u>for emission control</u></b> which has the capability of identifying the likely area of malfunction by means of fault codes stored in a computer memory;		33. "on-board diagnostic system" or "OBD system" means a system which has the capability of identifying the likely area of malfunction by means of fault codes stored in a computer memory;	
34. "vehicle repair and maintenance information" means all information required for diagnosis, servicing, inspection, periodic monitoring, repair, re-programming or re-initialising of the vehicle and which the manufacturers provide for their authorised dealers and repairers, including all subsequent			

<p>amendments and supplements to such information;</p>			
<p>35. "independent operator" means undertakings other than authorised dealers and repairers which are directly or indirectly involved in the repair and maintenance of <i>motor</i> vehicles, in particular repairers, manufacturers or distributors of repair equipment, tools or spare parts, publishers of technical information, automobile clubs, roadside assistance operators, operators offering inspection and testing services, operators offering training for installers, manufacturers and repairers of equipment for alternative fuel vehicles;</p>	<p>35. 'independent operator' means undertakings other than authorised dealers and repairers which are directly or indirectly involved in the repair and maintenance of vehicles, in particular repairers, manufacturers or distributors of repair equipment, tools or spare parts, publishers of technical information, automobile clubs, roadside assistance operators, operators offering inspection and testing services, operators offering training for installers, manufacturers and repairers of equipment for alternative fuel vehicles;</p>	<p>35. "independent operator" means undertakings other than authorised dealers and repairers which are directly or indirectly involved in the repair and maintenance of vehicles, in particular repairers, manufacturers or distributors of repair equipment, tools or spare parts, publishers of technical information, automobile clubs, roadside assistance operators, operators offering inspection and testing services, operators offering training for installers, manufacturers and repairers of equipment for alternative fuel vehicles;</p>	
<p><b><u>36. "new vehicle" means a vehicle which:</u></b></p>		<p><b><u>deleted</u></b></p>	
<p><b><u>(a) has never been registered previously, or</u></b></p>			
<p><b><u>(b) has been registered for less than six months at the time of application for an individual approval</u></b></p>			
<p>37."registration" means <i>that the vehicle, upon identification, has obtained</i> the administrative authorisation for entry into service <b><u>in</u></b> road traffic, be it permanently, temporarily or for a short</p>	<p>37. 'registration' means the administrative authorisation for <i>the</i> entry into service in road traffic <i>of a vehicle, involving its identification and the issuing to it of a serial number to be</i></p>	<p>37. "registration" means the administrative authorisation for <b><u>the</u></b> entry into service <b><u>including for</u></b> road traffic <b><u>of a vehicle, involving the identification of the latter and the issuing to it of a</u></b></p>	

period of time <b><u>and that a registration number has been issued;</u></b>	<i>known as the registration number</i> , be it permanently, temporarily or for a short period of time;	<b><u>serial number to be known as the registration number</u></b> , be it permanently, temporarily or for a short period of time;	
38. "placing on the market" means making available a vehicle for the first time in the Union <b><u>with a view to distribution or use, whether for reward or free of charge;</u></b>	38. 'placing on the market' means making available a vehicle, <b><i>system, component or separate technical unit</i></b> for the first time in the Union;	38. "placing on the market" means making available a vehicle, <b><u>system, component, separate technical unit part or equipment</u></b> for the first time in the Union;	
39. "entry into service" means the first use, for its intended purpose, in the Union, of a vehicle <b><u>covered by this Regulation;</u></b>	39. 'entry into service' means the first use, for its intended purpose, in the Union, of a vehicle, <b><i>system, component or separate technical unit;</i></b>	39. "entry into service" means the first use, for its intended purpose, in the Union, of a vehicle, <b><u>system, component, separate technical unit, part or equipment;</u></b>	
<b><u>40. "sale" means any sale, from vehicle manufacturer to retailer or the sale to the end user;</u></b>	<i>deleted</i>	<b><u>deleted</u></b>	
	<b><i>40a. 'making available on the market' means any supply of a vehicle, system, component or separate technical unit for distribution or use on the Union market in the course of a commercial activity, whether in return for payment or free of charge;</i></b>	<b><u>40a. "making available on the market" means any supply of a vehicle, system, component, separate technical unit, part or equipment for distribution or use on the Union market in the course of a commercial activity, whether in return for payment or free of charge;</u></b>	
41. 'vehicle type' means vehicles of the same category that do not differ in <b><u>respect of</u></b> at least the following essential <b><u>aspects:</u></b>		41. "vehicle type" means <b><u>a group of</u></b> vehicles, <b><u>including variants</u></b> of the same category that do not differ in at least the following essential <b><u>respects:</u></b>	

		<b><u>- category;</u></b>	
- manufacturer;			
- <b><u>manufacturer's</u></b> type designation;		- type designation <b><u>given by the manufacturer;</u></b>	
- essential construction and design characteristics;			
- backbone chassis/chassis with side members/articulated chassis (obvious and fundamental differences);			
- for category T: axles (number) or, for category C: axles/tracks (number);			
		<b><u>– in the case of multi-stage built vehicles, the manufacturer and the type of the previous stage vehicle;</u></b>	
<b><u>and, only for tractors:</u></b>		<b><u>deleted</u></b>	
<b><u>engine (internal combustion/electric/hybrid).</u></b>		<b><u>deleted</u></b>	
42. 'variant' means vehicles of the same type which do not differ in <b><u>respect of</u></b> at least the following <b><u>aspects</u></b> :		42. "variant" means vehicles of the same type which do not differ in at least the following <b><u>respects</u></b> :	



(a) For tractors:			
		<b><u>- body structural concept or type of body work;</u></b>	
		<b><u>- stage of completion;</u></b>	
- engine,		- engine ( <b><u>internal combustion / electric / hybrid-electric;</u></b> )	
- operating principle,			
- number and arrangement of cylinders,			
- power difference of no more than 30 % (the highest power being no more than 1,3 times the lowest power),			
- cylinder capacity difference of no more than 20 % (the highest figure being no more than 1,2 times the lowest figure);			
- powered axles (number, position, interconnection);			
- steered axles (number and position);			
- maximum laden mass differing by no more than 10 %;			
- transmission (type);			
- rollover protection structure;			

- braked axles (number);			
(b) For trailers or towed equipment:			
- steering axles (number, position, interconnection);			
- maximum laden mass differing by no more than 10 %;			
- braked axles (number);			
		<b><u>[(c) For mobile machinery for use in agriculture or forestry:]</u></b>	
		<b><u>42a. "hybrid electric vehicle" means a vehicle, including vehicles which draw energy from a consumable fuel only for the purpose of re-charging the electrical energy/power storage device, that, for the purpose of mechanical propulsion, draws energy from both of the following on-vehicle sources of stored energy/power:</u></b>	
		<b><u>(a) a consumable fuel,</u></b>	
		<b><u>(b) a battery, capacitor, flywheel / generator or other electrical energy or power storage device;</u></b>	
		<b><u>42b. "pure electric vehicle" means a vehicle powered by a system consisting of one or more electric energy storage</u></b>	

		<b><u>devices, one or more electric power conditioning devices and one or more electric machines that convert stored electric energy to mechanical energy delivered at the wheels for propulsion of the vehicle;</u></b>	
43. 'version of a variant' means vehicles which consist of a combination of items shown in the information package.			
	<i>43a. 'importer' means any natural or legal person established within the Union who places a vehicle, system, component or separate technical unit from a third country on the Union market;</i>	<b><u>43a. "importer" means any natural or legal person established within the Union who places on the market a vehicle, system, component, separate technical unit, part or equipment from a third country on the Union market;</u></b>	
	<i>43b. 'distributor' means any natural or legal person in the supply chain, other than the manufacturer or the importer, who makes a vehicle, system, component or separate technical unit available on the Union market;</i>	<b><u>43b. "distributor" means any natural or legal person in the supply chain, other than the manufacturer or the importer, who makes available a vehicle, system, component, separate technical unit, part or equipment on the Union market;</u></b>	
	<i>43c. 'economic operator' means the manufacturer, the manufacturer's representative, the importer or the distributor;</i>	<b><u>43c. "economic operator" means the manufacturer, the manufacturer's representative, the importer or the distributor;</u></b>	
	<i>43d. 'market surveillance' means the activities carried out and measures taken by public authorities to ensure that vehicles, systems, components or</i>	<b><u>43d. "market surveillance" means the activities carried out and measures taken by public national authorities to ensure that vehicles, systems,</u></b>	

	<i>separate technical units made available on the Union market comply with the requirements set out in the relevant Union legislation and do not endanger health, safety, the environment or any other aspect of public interest protection;</i>	<b><u>components or separate technical units made available on the Union market comply with the requirements set out in the relevant Union harmonisation legislation and do not endanger health, safety or any other aspect of public interest protection;</u></b>	
	<i>43e. 'market surveillance authority' means an authority of a Member State responsible for carrying out market surveillance on its territory;</i>	<b><u>43e. "market surveillance authority" means an authority of a Member State responsible for carrying out market surveillance on its territory;</u></b>	
	<i>43f. 'national authority' means an approval authority, a market surveillance authority or any other authority in a Member State involved in and responsible for type-approval, registration, market surveillance or import control in respect of vehicles, systems, components or separate technical units;</i>	<b><u>43f. "national authority" means an approval authority responsible for approval of vehicles, systems, components or separate technical units covered by this Regulation, or any other authority involved in and responsible for market surveillance, border control or registration in a Member State in respect of vehicles, systems, components, separate technical units, parts or equipment;</u></b>	
Article 4 Vehicle <b><u>Categories</u></b>		Article 4 Vehicle <b><u>categories</u></b>	
For the purposes of this Regulation the following vehicle categories apply:	For the purposes of this Regulation the following vehicle categories <i>shall</i> apply:	For the purposes of this Regulation the following vehicle categories <b><u>shall</u></b> apply:	
1. "category T" comprises all wheeled tractors;	1. 'category T' comprises all wheeled tractors; <i>each wheeled tractor category described in points 2 to 8 also includes an 'a' or 'b' index, according to its</i>		

	<i>design speed:</i>		
	<i>(a) 'a' for wheeled tractors with a maximum design speed below or equal to 40 km/h,</i>		
	<i>(b) 'b' for wheeled tractors with a maximum design speed above 40 km/h;</i>		
2. "category T1" comprises wheeled tractors <b>with a maximum design speed of not more than 40 km/h</b> , with the closest axle to the driver having a minimum track width of not less than 1 150 mm, with an unladen mass, in running order, of more than 600 kg, and with a ground clearance of not more than 1 000 mm;	2. 'category T1' comprises wheeled tractors, with the closest axle to the driver having a minimum track width of not less than 1 150 mm, with an unladen mass, in running order, of more than 600 kg, and with a ground clearance of not more than 1 000 mm;		
3. "category T2" comprises wheeled tractors with a minimum track width of less than 1 150 mm, with an unladen mass, in running order, of more than 600 kg, with a ground clearance of not more than 600 mm and <b>with a maximum design speed of not more than 40 km/h</b> , unless the height of the centre of gravity of the tractor (measured in relation to the ground) divided by the average minimum track for each axle exceeds 0,90, in which case the maximum design speed is restricted to 30 km/h;	3. 'category T2' comprises wheeled tractors with a minimum track width of less than 1 150 mm, with an unladen mass, in running order, of more than 600 kg, with a ground clearance of not more than 600 mm, and <i>in case</i> the height of the centre of gravity of the tractor (measured in relation to the ground) divided by the average minimum track for each axle exceeds 0,90, the maximum design speed is restricted to 30 km/h;		
4. "category T3" comprises wheeled tractors with <b>a maximum design speed</b>	4. 'category T3' comprises wheeled tractors with an unladen mass, in running		

<p><i>of not more than 40 km/h, and with</i> an unladen mass, in running order, of not more than 600 kg;</p>	<p>order, of not more than 600 kg; <i>it also comprises tractors having a handlebar for steering as defined in point 8a of Article 3;</i></p>		
<p>5. "category T4" comprises special purpose wheeled tractors <i>with a maximum design speed of not more than 40 km/h;</i></p>	<p>5. 'category T4' comprises special purpose wheeled tractors;</p>		
<p>6. "category T4.1" (high-clearance tractors) comprises tractors designed for working with high-growing crops, such as vines. They feature a raised chassis or section of chassis, enabling them to advance in parallel with the crop with left and right wheels on either side of one or more rows of the crop. They are intended for carrying or operating tools which may be fitted at the front, between the axles, at the rear or on a platform. When the tractor is in working position the ground clearance perpendicular to the crop rows exceeds 1 000 mm. Where the height of the centre of gravity of the tractor, measured in relation to the ground, using the tyres normally fitted, divided by the average minimum track of all of the axles exceeds 0,90, the maximum design speed shall not exceed 30 km/h;</p>			
<p>7. "category T4.2" (extra-wide tractors) comprises tractors characterised by their large dimensions, primarily intended for</p>			

working large areas of farmland;			
8. "category T4.3" (low-clearance tractors) comprises four-wheel drive tractors whose interchangeable equipment is intended for agricultural or forestry use and which are characterised by a supporting frame, equipped with one or more power take-offs, having a technically permissible mass no greater than 10 tonnes, for which the ratio of this mass to the maximum unladen mass in running order is less than 2,5 and having the centre of gravity, <u>[see former footnote 38]</u> measured in relation to the ground using the tyres normally fitted, of less than 850 mm;		8. "category T4.3" (low-clearance tractors) comprises four-wheel drive tractors whose interchangeable equipment is intended for agricultural or forestry use and which are characterised by a supporting frame, equipped with one or more power take-offs, having a technically permissible mass no greater than 10 tonnes, for which the ratio of this mass to the maximum unladen mass in running order is less than 2,5 and having the centre of gravity, measured in relation to the ground using the tyres normally fitted, of less than 850 mm;	
<b>9. "category T5" comprises wheeled tractors with a maximum design speed of more than 40 km/h;</b>	<i>deleted</i>	["category T5" comprises wheeled tractors with a maximum design speed of more than 40 km/h;]	
10. "category C" comprises track – laying tractors propelled by endless tracks or by a combination of wheels and endless tracks, with subcategories defined by analogy with category T;			
11. "category R" comprises trailers; each trailer category described in points 12 to 15 <b>also includes</b> an ‘a’ or ‘b’ index, according to its design speed:		11. "category R" comprises trailers; each trailer category described in points 12 to 15 <b>is complemented at the end by</b> an ‘a’ or ‘b’ index, according to its design speed:	
(a) ‘a’ for trailers with a maximum			

design speed below or equal to 40 km/h,			
(b) 'b' for trailers with a maximum design speed above 40 km/h;			
12. "category R1" comprises trailers, the sum of the technically permissible masses per axle of which does not exceed 1 500 kg;			
13. "category R2" comprises trailers, the sum of the technically permissible masses per axle of which exceeds 1 500 kg but does not exceed 3 500 kg;			
14. "category R3" comprises trailers, the sum of the technically permissible masses per axle of which exceeds 3 500 kg but does not exceed 21 000 kg;			
15. "category R4" comprises trailers, the sum of the technically permissible masses per axle of which exceeds 21 000 kg;			
16. "category S" comprises interchangeable towed equipment.			
Each category of interchangeable towed equipment <b>includes</b> an 'a' or 'b' index, according to its design speed:		Each category of interchangeable towed equipment <b>is complemented at the end by</b> an 'a' or 'b' index, according to its design speed:	
- 'a' for interchangeable towed equipment with a maximum design			



speed below or equal to 40 km/h,			
- 'b' for interchangeable towed equipment with a maximum design speed above 40 km/h;			
17. "category S1" comprises interchangeable towed equipment, the sum of the technically permissible masses per axle of which does not exceed 3 500 kg;			
18. "category S2" comprises interchangeable towed equipment, the sum of the technically permissible masses per axle of which exceeds 3 500 kg;			
<b><u>19. "category U" comprises machinery as defined in Directive 2006/42/EC, which is self-propelled and intended for use in agriculture or forestry.</u></b>	<i>deleted</i>	<b><u>deleted</u></b>	
CHAPTER II GENERAL OBLIGATIONS			
Article 5 <b><u>National authorities</u></b>	Article 5 <b><i>Obligations of Member States</i></b>	<i>Article 5</i> <b><u>Obligations of Member States</u></b>	
1. Member States shall establish <b><u>and</u></b> appoint the <b><u>national</u></b> authorities <b><i>competent in matters concerning approval, and</i></b> notify <b><i>to</i></b> the Commission <b><u>such</u></b> establishment <b><i>and</i></b> appointment <b><u>in</u></b>	1. Member States shall establish <b><i>or</i></b> appoint the national authorities. <b><i>Member States shall</i></b> notify the Commission <b><i>of the</i></b> establishment <b><i>or</i></b> appointment <b><i>of such authorities.</i></b>	1. Member States shall establish <b><u>or</u></b> appoint the <b><u>approval</u></b> authorities competent in matters concerning approval <b><u>and the market surveillance authorities competent in matters concerning market surveillance in</u></b>	

<u>accordance with Article 53.</u>		<u>accordance with this Regulation.</u> <u>Member States shall</u> notify the Commission <u>of the</u> establishment and appointment <u>of such authorities.</u>	
The notification <u>act</u> of the <i>approval</i> authorities shall include their name, address, including electronic address, and area of responsibility.	The notification of the <i>national</i> authorities shall include their name, address, including electronic address, and area of responsibility. <i>The Commission shall publish on its website a list and details of the approval and market surveillance authorities.</i>	The notification of the approval <u>and market surveillance</u> authorities shall include their name, address, including electronic address, and area of responsibility. <u>The Commission shall publish on its website a list and details of the approval authorities.</u>	
<u>2. Approval authorities shall ensure that manufacturers applying for approval comply with their obligations under this Regulation.</u>	<i>deleted</i> (Integrated in Article 5a (new))	<u>deleted</u>	
<u>3. Approval authorities shall approve only such vehicles, systems, components or separate technical units as satisfy the requirements of this Regulation.</u>	<i>deleted</i> (Integrated in Article 5a (new))	<u>deleted</u>	
4. <u>Approval authorities</u> shall <u>register or</u> permit the <u>sale</u> or entry into service only of such vehicles, components and separate technical units <u>as</u> satisfy the requirements of this Regulation.	4. <i>Member States</i> shall permit the <i>placing on the market, registration and</i> entry into service only of such vehicles, components and separate technical units <i>that</i> satisfy the requirements of this Regulation.	4. <u>Member States</u> shall permit the <u>placing on the market, registration</u> or entry into service only of such vehicles, components and separate technical units <u>as that</u> satisfy the requirements of this Regulation.	
<u>They</u> shall not prohibit, restrict or impede the registration, <u>sale</u> , entry into service <u>or circulation on the road</u> of	<u>4a. Member States</u> shall not prohibit, restrict or impede the <u>placing on the market</u> , registration, or entry into service	<u>4a. Member States</u> shall not prohibit, restrict or impede the <u>placing on the market</u> , registration <u>or</u> entry into service	

vehicles, components or separate technical units, on grounds related to aspects of their construction and functioning covered by this Regulation, if they satisfy its requirements.	of vehicles, <b>systems</b> , components or separate technical units, on grounds related to aspects of their construction and functioning covered by this Regulation, if they satisfy its requirements.	of vehicles, <b>systems</b> , components or separate technical units, on grounds related to aspects of their construction and functioning covered by this Regulation, if they satisfy its requirements.	
	<i>4b. Member States shall organise and carry out market surveillance and controls of vehicles, systems, components or separate technical units entering the Union market in accordance with Chapter III of Regulation (EC) No 765/2008 of the European Parliament and of the Council of 9 July 2008 setting out the requirements for accreditation and market surveillance relating to the marketing of products<sup>1</sup>. They shall apply Article 19(1) of Regulation (EC) No 765/2008 as specified in Article 5b of this Regulation.</i>	<b><u>4b. Member States shall organise and carry out market surveillance and controls of vehicles, systems, components or separate technical units being placed on the Union market in accordance with Chapter III of Regulation (EC) No 765/2008 of the European Parliament and of the Council of 9 July 2008 setting out the requirements for accreditation and market surveillance relating to the marketing of products.</u></b> <sup>34a</sup>	
	<i>Article 5a</i>	<b><u>Article 5a</u></b>	
	<i>Obligations of approval authorities</i>	<b><u>Obligations of approval authorities</u></b>	
	<i>1. Approval authorities shall ensure that manufacturers applying for type-approval comply with their obligations</i>	<b><u>1. Approval authorities shall ensure that manufacturers applying for type-approval comply with their obligations</u></b>	

<sup>34a</sup>OJ L 218, 13.8.2008, p. 30.

	<i>under this Regulation.</i>	<u>under this Regulation.</u>	
	<i>2. Approval authorities shall approve only such vehicles, systems, components or separate technical units that satisfy the requirements of this Regulation.</i>	<u>2. Approval authorities shall approve only such vehicles, systems, components or separate technical units that satisfy the requirements of this Regulation.</u>	
	<i>Article 5b</i>	<u>Article 5b</u>	
	<i>Obligations of market surveillance authorities</i>	<u>Market surveillance measures</u>	
	<i>1. For vehicles, systems, components and separate technical units subject to type-approval, market surveillance authorities shall perform, on an adequate scale, appropriate documentary checks, taking account of established principles of risk assessment, complaints and other information.</i>	<u>1. For type-approved vehicles, systems, components and separate technical units, market surveillance authorities shall perform, on an adequate scale, appropriate documentary checks, taking into account established principles of risk assessment, complaints and other information.</u>	
	<i>Market surveillance authorities may require economic operators to make such documentation and information available as deemed necessary for the purpose of carrying out their activities.</i>	<u>Market surveillance authorities may require economic operators to make such documentation and information available as deemed necessary for the purpose of carrying out their activities.</u>	
	<i>Where economic operators present certificates attesting conformity issued by a type-approval authority, market surveillance authorities shall take due account of such certificates.</i>	<u>Where economic operators present certificates attesting conformity, market surveillance authorities shall take due account of such certificates.</u>	

	<i>2. For systems, components and separate technical units not subject to type-approval, Article 19(1) of Regulation (EC) No 765/2008 shall apply in its entirety.</i>	<b><u>2. For parts and equipment other than those covered in paragraph 1, Article 19(1) of Regulation (EC) No 765/2008 applies in its entirety.</u></b>	
Article 6 <b><u>General obligations</u></b> of manufacturers		Article 6 <b><u>Obligations</u></b> of manufacturers	
<b><u>1. The manufacturer is responsible to the approval authority for all aspects of the approval process and for ensuring conformity of production, whether or not the manufacturer is directly involved in all stages of the construction of a vehicle, system, component or separate technical unit.</u></b>	<i>1. Manufacturers shall ensure that when their vehicles, systems, components or separate technical units are placed on the market or are entering into service, they are manufactured and approved in accordance with the requirements set out in this Regulation and the delegated and implementing acts adopted under this Regulation.</i>	<b><u>1. Manufacturers shall ensure that when their vehicles, systems, components or separate technical units are placed on the market or are entering into service, these are manufactured and approved in accordance with the requirements set out in this Regulation and the delegated and implementing acts adopted under this Regulation.</u></b>	
2. In the case of multi-stage type-approval, each manufacturer is responsible for the approval and conformity of production of the systems, components or separate technical units added at the stage of vehicle completion handled by the manufacturer. <b><u>The</u></b> manufacturer who modifies components or systems already approved at earlier stages shall be responsible for the approval and conformity of production of <b><u>those</u></b> components and systems.	2. In the case of multi-stage type-approval, each manufacturer is responsible for the approval and conformity of production of the systems, components or separate technical units added at the stage of vehicle completion handled by the manufacturer. <b><u>Any</u></b> manufacturer who modifies components or systems already approved at earlier stages shall be responsible for the approval and conformity of production of <b><u>the modified</u></b> components and systems.	2. In the case of multi-stage type-approval, each manufacturer is responsible for the approval and conformity of production of the systems, components or separate technical units added at the stage of vehicle completion handled by the manufacturer. <b><u>Any</u></b> manufacturer who modifies components or systems already approved at earlier stages shall be responsible for the approval and conformity of production of <b><u>the modified</u></b> components and systems.	
3. <b><u>The manufacturer</u></b> who <b><u>modifies</u></b> the incomplete vehicle in a manner <b><u>which</u></b>	3. <i>Manufacturers</i> who <i>modify</i> the incomplete vehicle in <i>such</i> a manner <i>that</i>	3. <b><u>Manufacturers</u></b> who <b><u>modify</u></b> the incomplete vehicle in <b><u>such</u></b> a manner	

<p><i><b><u>leads to a qualification</u></b></i> as a different category of vehicle with the consequence that legal requirements already assessed in a previous stage of approval have changed, <i><b><u>is</u></b></i> also responsible for compliance with <i><b><u>those</u></b></i> requirements.</p>	<p><i>it qualifies</i> as a different category of vehicle, with the consequence that <i><b>the</b></i> legal requirements already assessed in a previous stage of approval have changed, <i><b>are</b></i> also responsible for compliance with <i><b>the applicable</b></i> requirements <i><b>to the category of vehicles for which the modified vehicle qualifies.</b></i></p>	<p><i><b><u>that it qualifies</u></b></i> as a different category of vehicle, with the consequence that <i><b>the</b></i> legal requirements already assessed in a previous stage of approval have changed, <i><b>are</b></i> also responsible for compliance with <i><b>the applicable</b></i> requirements <i><b>to the category of vehicles for which the modified vehicle qualifies.</b></i></p>	
<p>4. For the purposes of this Regulation, <i><b><u>a manufacturer</u></b></i> established outside the <i><b><u>Community</u></b></i> shall appoint a single representative established <i><b><u>in</u></b></i> the <i><b><u>Community</u></b></i> to represent <i><b><u>him</u></b></i> before the approval authority.</p>	<p>4. For the purposes of <i><b><u>approval of vehicles, systems, components or separate technical units covered by</u></b></i> this Regulation, <i><b><u>manufacturers</u></b></i> established outside the <i><b><u>Union</u></b></i> shall appoint a single representative established <i><b><u>within</u></b></i> the <i><b><u>Union</u></b></i> to represent <i><b><u>them</u></b></i> before the approval authority.</p>	<p>4. For the purposes of <i><b><u>approval of vehicles, systems, components or separate technical units covered by</u></b></i> this Regulation, <i><b><u>manufacturers</u></b></i> established outside the <i><b><u>Union</u></b></i> shall appoint a single representative established <i><b><u>within</u></b></i> the <i><b><u>Union</u></b></i> to represent <i><b><u>them</u></b></i> before the approval authority.</p>	
<p><i><b><u>References to the manufacturer shall be understood as indicating either the manufacturer or this representative.</u></b></i></p>	<p><i>deleted</i></p>	<p><i><b><u>deleted</u></b></i></p>	
	<p><i><b><u>4a. Manufacturers established outside the Union may furthermore appoint a single representative established within the Union for the purposes of market surveillance, which may be the representative referred to in paragraph 4 or an additional representative.</u></b></i></p>	<p><i><b><u>4a. Manufacturers established outside the Union shall furthermore appoint a single representative established within the Union for the purposes of market surveillance, which may be the representative referred to in paragraph 4 or one additional representative.</u></b></i></p>	
	<p><i><b><u>4b. Manufacturers shall be responsible to the approval authority for all aspects</u></b></i></p>	<p><i><b><u>4b. Manufacturers shall be responsible to the approval authority for all</u></b></i></p>	

	<i>of the approval process and for ensuring conformity of production, whether or not they are directly involved in all stages of the construction of a vehicle, system, component or separate technical unit.</i>	<u>aspects of the approval process and for ensuring conformity of production, whether or not they are directly involved in all stages of the construction of a vehicle, system, component or separate technical unit.</u>	
	<i>4c. In accordance with the specific provisions of this Regulation and the delegated acts adopted under this Regulation, manufacturers shall ensure that procedures are in place for series production to remain in conformity with the approved type. Changes in design of a vehicle, system, component or separate technical unit or characteristics and changes in the requirements to which a vehicle, system, component or separate technical unit is declared to conform shall be adequately taken into account.</i>	<u>4c. In accordance with the specific provisions of this Regulation and the delegated and implementing acts adopted under this Regulation, manufacturers shall ensure that procedures are in place for series production to remain in conformity with the approved type. Changes in design of a vehicle, system, component or separate technical unit or characteristics and changes in the requirements to which a vehicle, system, component or separate technical unit is declared to conform shall be adequately taken into account.</u>	
	<i>4d. In addition to the statutory marking and type-approval marks fixed to their vehicles, components or separate technical units in accordance with Article 25, manufacturers shall indicate their name, registered trade name or registered trade mark and the Union address at which they can be contacted on their vehicles, components or separate technical units made available on the Union market or, where that is not possible for components or separate</i>	<u>4d. In addition to the statutory marking and type-approval marks fixed to their vehicles, components or separate technical units in accordance with Article 25, manufacturers shall indicate their name, registered trade name or registered trade mark and the address in the European Union at which they can be contacted on their vehicles, components or separate technical units made available on the Union market or, where that is not</u>	

	<i>technical units, on the packaging or in a document accompanying the component or separate technical unit.</i>	<u>possible for components or separate technical units, on the packaging or in a document accompanying the component or separate technical unit.</u>	
	<i>4e. Manufacturers shall ensure that, while a vehicle, system, component or separate technical unit is under their responsibility, storage or transport conditions do not jeopardise its compliance with the requirements set out in this Regulation.</i>	<u>4e. Manufacturers shall ensure that, while a vehicle, system, component or separate technical unit is under their responsibility, storage or transport conditions do not jeopardise its compliance with the requirements set out in this Regulation.</u>	
	<i>Article 6a</i>	<u>Article 6a</u>	
	<i>Specific obligations of manufacturers concerning conformity of vehicles, systems, components or separate technical units</i>	<u>Obligations of manufacturers concerning their products that are not in conformity or do present a serious risk</u>	
	<i>1. Manufacturers who suspect that their vehicle, system, component or separate technical unit that has been placed on the market or entered into service is not in conformity with this Regulation or the delegated and implementing acts adopted under this Regulation shall immediately take the corrective measures necessary to bring that vehicle, system, component or separate technical unit into conformity, to withdraw it or to recall it, as appropriate.</i>	<u>1. Manufacturers who suspect that their vehicle, system, component or separate technical unit that has been placed on the market or entered into service is not in conformity with this Regulation or the delegated and implementing acts adopted under this Regulation shall immediately take the corrective measures necessary to bring that vehicle, system, component or separate technical unit into conformity, to withdraw it or to recall it, as appropriate.</u>	
		<u>The manufacturer shall immediately</u>	



		<b><u>inform the type-approval authority which granted the approval giving details, in particular, of the non-compliance and of any corrective action taken.</u></b>	
	<i>2. Where the vehicle, system, component or separate technical unit presents a serious risk, manufacturers shall immediately inform the market surveillance and approval authorities of the Member States in which the vehicle, system, component or separate technical unit was made available on the market or had entered into service to that effect, giving details, in particular, of the non-conformity and any corrective measures taken.</i>	<b><u>2. Where the vehicle, system, component, separate technical unit, part or equipment presents a serious risk, manufacturers shall immediately inform the market surveillance and approval authorities of the Member States in which the vehicle, system, component, separate technical unit, part or equipment was made available on the market or had entered into service to that effect, giving details, in particular, of the non-conformity and any corrective measures taken.</u></b>	
	<i>3. Manufacturers shall keep the information package referred to in Article 15(10) and in addition the vehicle manufacturer shall keep a copy of the certificates of conformity referred to in Article 24 at the disposal of the approval authorities for a period of at least 10 years after the placing on the market of the vehicle, and for a period of at least five years for a system, component or separate technical unit.</i>	<b><u>3. Manufacturers shall keep the information package referred to in Article 15(10) and in addition the vehicle manufacturer shall keep a copy of the certificates of conformity referred to in Article 24 at the disposal of the approval authorities for a period of at least 10 years after the placing on the market of the vehicle, and for a period of at least 5 years as from the placing on the market for a system, component or separate technical unit.</u></b>	
	<i>4. Manufacturers shall, following a</i>	<b><u>4. Manufacturers shall, following a</u></b>	

	<i>reasoned request from a competent Member State authority, provide it through the type-approval authority with a copy of the EU type-approval certificate demonstrating the conformity of the vehicle, system, component or separate technical unit, in a language which can be easily understood by that authority. Manufacturers shall cooperate with the Member State authority on any action taken in accordance with Article 20 of Regulation (EC) No 765/2008 to eliminate the risks posed by their vehicles, systems, components or separate technical units which have been placed on the market, registered or entered into service.</i>	<u>reasoned request from a competent Member State authority, provide that authority through the type-approval authority with a copy of the EU type-approval certificate or the authorisation referred to in Article 39(1) and (1a) demonstrating the conformity of the vehicle, system, component or separate technical unit, in a language which can be easily understood by that authority. Manufacturers shall cooperate with the Member State authority on any action taken in accordance with Article 20 of Regulation (EC) No 765/2008 to eliminate the risks posed by their vehicles, systems, components or separate technical units which have been placed on the market, registered or entered into service.</u>	
	<i>Article 6b</i>	<u>Article 6b</u>	
	<i>Obligations of manufacturer's representatives concerning market surveillance</i>	<u>Obligations of manufacturer's representatives concerning market surveillance</u>	
	<i>The manufacturer's representative for market surveillance shall perform the tasks specified in the mandate received from the manufacturer. That mandate shall allow a representative to do at least the following:</i>	<u>The manufacturer's representative for market surveillance shall perform the tasks specified in the mandate received from the manufacturer. This mandate shall allow a representative to do at least the following:</u>	
	<i>(a) following a reasoned request from</i>	<u>(a) following a reasoned request from</u>	

	<i>an approval authority, provide that authority with all the information and documentation necessary to demonstrate the conformity of production of a vehicle, system, component or separate technical unit; and</i>	<u>an approval authority, provide that authority with all the information and documentation necessary to demonstrate the conformity of production of a vehicle, system, component or separate technical unit;</u>	
	<i>(b) cooperate with the market surveillance or approval authorities, at their request, on any action taken to eliminate the serious risk posed by vehicles, systems, components or separate technical units covered by their mandate.</i>	<u>(b) cooperate with the market surveillance or approval authorities, at their request, on any action taken to eliminate the serious risk posed by vehicles, systems, components, separate technical units, parts or equipment covered by their mandate.</u>	
	<i>Article 6c</i>	<u>Article 6c</u>	
	<i>General obligations of importers</i>	<u>General obligations of importers</u>	
	<i>1. Importers shall place on the Union market, register or be responsible for entry into service of only compliant vehicles, systems, components or separate technical units which have either received EU type-approval or which fulfil the requirements for national or individual approval.</i>	<u>1. Importers shall place on the Union market only compliant vehicles, systems, components or separate technical units which have either received EU type-approval or which fulfil the requirements for national or individual approval, or parts or equipment entirely subject to the requirements of Regulation (EC) No 765/2008.</u>	
	<i>2. Before the placing on the market of an EU type-approved vehicle, system,</i>	<u>2. Before the placing on the market of a type-approved vehicle, system,</u>	

	<p><i>component or separate technical unit, importers shall verify that there is an information package complying with the requirements of Article 6(4c) and that the vehicle, system, component or separate technical unit bears the required type-approval mark and complies with Article 6(4c). In the case of a vehicle, the importer shall verify that the vehicle is accompanied by the required certificate of conformity.</i></p>	<p><u>component or separate technical unit, importers shall verify that there is an information package complying with the requirements of Article 15(10), that the vehicle, system, component or separate technical unit bears the required type-approval mark and complies with Article 6(8). In the case of a vehicle, the importer shall verify that the vehicle is accompanied by the required certificate of conformity.</u></p>	
	<p><i>3. Where importers suspect that a vehicle, system, component or separate technical unit is not in conformity with the requirements of this Regulation, in particular that it does not correspond to its type-approval or individual approval, they shall not place on the market, permit its entering into service or register the vehicle, system, component or separate technical unit until it has been brought into conformity. Furthermore, where they suspect that the vehicle, system, component or separate technical unit presents a serious risk, they shall inform the manufacturer, the market surveillance authorities and the approval authority that has granted the approval thereof.</i></p>	<p><u>3. Where importers suspect that a vehicle, system, component or separate technical unit is not in conformity with the requirements of this Regulation, in particular does not correspond to its type-approval or individual approval, they shall not place on the market, allow its entering into service or register the vehicle, system, component or separate technical unit until it has been brought into conformity. Furthermore, where they suspect that the vehicle, system, component, separate technical unit, part or equipment presents a serious risk, they shall inform the manufacturer, and the market surveillance authorities. For type-approved vehicles, systems, components and separate technical units they shall also inform the approval authority that has granted the approval to that effect.</u></p>	

	<p><i>4. Importers shall indicate their name, registered trade name or registered trade mark and the address at which they can be contacted on the vehicle, system, component or separate technical unit or, where this is not possible for systems, components or separate technical units, on its packaging or in a document accompanying the system, component or separate technical unit.</i></p>	<p><u>4. Importers shall indicate their name, registered trade name or registered trade mark and the address at which they can be contacted on the vehicle, system, component, separate technical unit, part or equipment, or, where this is not possible, on its packaging or in a document accompanying the system, component, separate technical unit, part or equipment.</u></p>	
	<p><i>5. Importers shall ensure that the vehicle, system, component or separate technical unit is accompanied by the required instructions and information, as required in accordance with Article 46, in the official languages of the Member States concerned.</i></p>	<p><u>5. Importers shall ensure that the vehicle, system, component or separate technical unit is accompanied by the required instructions and information, as required in accordance with Article 45, in the official languages of the Member States concerned.</u></p>	
	<p><i>6. Importers shall ensure that, while a vehicle, system, component or separate technical unit is under their responsibility, storage or transport conditions do not jeopardise its compliance with the requirements set out in this Regulation.</i></p>	<p><u>6. Importers shall ensure that, while a vehicle, system, component or separate technical unit is under their responsibility, storage or transport conditions do not jeopardise its compliance with the requirements set out in this Regulation.</u></p>	
	<p><i>7. When deemed appropriate with regard to the serious risks presented by a vehicle, system, component or separate technical unit, importers shall, to protect the health and safety of consumers, investigate and, if necessary, keep a register of complaints</i></p>	<p><u>7. When deemed appropriate with regard to the serious risks presented by a vehicle, system, component, separate technical unit, part or equipment, importers shall, to protect the health and safety of consumers, investigate and, if necessary, keep a</u></p>	

	<i>and recalls of vehicles, systems, components or separate technical units and keep distributors informed of such monitoring.</i>	<b><u>register of complaints and recalls of vehicles, systems, components, separate technical units, parts or equipment and keep distributors informed of such monitoring.</u></b>	
	<i>Article 6d</i>	<b><u>Article 6d</u></b>	
	<i>Specific obligations of importers concerning conformity of a vehicle, system, component or separate technical unit</i>	<b><u>Obligations of importers concerning their products that are not in conformity or do present a serious risk</u></b>	
	<i>1. Importers who suspect that a vehicle, system, component or separate technical unit which they have placed on the market, registered or are responsible for the entry into service of is not in conformity with this Regulation shall immediately take the corrective measures necessary to bring that vehicle, system, component or separate technical unit into conformity, to withdraw it or to recall it, as appropriate.</i>	<b><u>1. Importers who suspect that a vehicle, system, component or separate technical unit which they have placed on the market, registered or are responsible for the entry into service is not in conformity with this Regulation shall immediately take the corrective measures necessary to bring that vehicle, system, component or separate technical unit into conformity, to withdraw it or to recall it, as appropriate.</u></b>	
	<i>2. Where a vehicle, system, component or separate technical unit presents a serious risk, importers shall immediately inform thereof the market surveillance and approval authorities of the Member States in which they have made the vehicle, system, component or separate technical unit available on the market, giving details, in particular, of</i>	<b><u>2. Where a vehicle, system, component, separate technical unit, part or equipment presents a serious risk, importers shall immediately inform thereof the market surveillance and approval authorities of the Member States in which they have made the vehicle, system, component, separate technical unit, part or</u></b>	

	<i>the non- conformity and any corrective measures taken.</i>	<u>equipment available on the market, giving details, in particular, of the serious risk and any corrective measures taken.</u>	
	<i>3. Importers shall, for a period of 10 years after the placing on the market of the vehicle and for a period of at least five years as from the placing on the market for a system, component or separate technical unit, keep a copy of the certificate of conformity at the disposal of the market surveillance and approval authorities and ensure that the information package as referred to in Article 15(10) can be made available to those authorities, upon request.</i>	<u>3. Importers shall, for a period of 10 years after the placing on the market of the vehicle and for a period of at least 5 years as from the placing on the market for a system, component or separate technical unit, keep a copy of the certificate of conformity at the disposal of the market surveillance and approval authorities and ensure that the information package as referred to in Article 15(10) can be made available to those authorities, upon request.</u>	
	<i>4. Importers shall, following a reasoned request from a national authority, provide it with all the information and documentation necessary to demonstrate the conformity of a vehicle, system, component or separate technical unit in one of the official languages of the Member State of that authority. Importers shall cooperate with that authority, at its request, on any action taken to eliminate the risks posed by a vehicle, system, component or separate technical unit which they have placed on the market, registered or are responsible for entry into service of a vehicle, system, component or</i>	<u>4. Importers shall, following a reasoned request from a national authority, provide it with all the information and documentation necessary to demonstrate the conformity of a vehicle, system, component or separate technical unit in a language which can be easily understood by that authority. Importers shall cooperate with that authority, at its request, on any action taken to eliminate the risks posed by a vehicle, system, component, separate technical unit, part or equipment which they have placed on the market.</u>	

	<i>separate technical unit.</i>		
	<i>Article 6e</i>	<u>Article 6e</u>	
	<i>General obligations of distributors</i>	<u>General obligations of distributors</u>	
	<i>1. Distributors shall act with due care in relation to the requirements applicable in the case of the making available on the market of a vehicle, system, component or separate technical unit.</i>	<u>1. Distributors shall act with due care in relation to the requirements applicable in the case of the making available on the market of a vehicle, system, component, separate technical unit, part or equipment.</u>	
	<i>2. Before making available on the market a vehicle, system, component or separate technical unit, distributors shall verify that the vehicle, system, component or separate technical unit bears the required statutory marking or type-approval mark, that it is accompanied by the required documents and by instructions and safety information in the official languages of the Member State in which the vehicle, system, component or separate technical unit is to be made available on the market, and that the manufacturer and the importer have complied with the requirements set out in Articles 6c(2) and (4).</i>	<u>2. Before making available on the market, registration or entry into service of a vehicle, system, component or separate technical unit, distributors shall verify that the vehicle, system, component or separate technical unit bears the required statutory marking or type-approval mark, that it is accompanied by the required documents and by instructions and safety information in the official languages of the Member State in which the vehicle, system, component or separate technical unit is to be made available on the market, and that the manufacturer and the importer have complied with the requirements set out in Articles 6c(2), 6c(4), 25(1) and (2).</u>	
	<i>3. Distributors shall ensure that, while a vehicle, system, component or separate</i>	<u>3. Distributors shall ensure that, while a vehicle, system, component or</u>	



	<i>technical unit is under their responsibility, storage or transport conditions do not jeopardise its compliance with the requirements set out in this Regulation.</i>	<b><u>separate technical unit is under their responsibility, storage or transport conditions do not jeopardise its compliance with the requirements set out in this Regulation.</u></b>	
	<i>Article 6f</i>	<b><u>Article 6f</u></b>	
	<i>Specific obligations of distributors concerning conformity of a vehicle, system, component or separate technical unit</i>	<b><u>Obligations of distributors concerning their products that are not in conformity or do present a serious risk</u></b>	
	<i>1. When making a vehicle, system, component or separate technical unit available on the market, distributors shall act with due care in relation to the requirements of this Regulation.</i>	<b><u>1. When making a vehicle, system, component or separate technical unit available on the market, distributors shall act with due care in relation to the requirements of this Regulation.</u></b>	
	<i>2. Where distributors suspect that a vehicle, system, component or separate technical unit is not in conformity with the requirements of this Regulation, they shall not make available on the market or register or enter into service the vehicle, system, component or separate technical unit and shall prevent its making available on the market, registration or entry into service until it has been brought into conformity.</i>	<b><u>2. Where distributors suspect that a vehicle, system, component or separate technical unit is not in conformity with the requirements of this Regulation, they shall not make available on the market or register or enter into service the vehicle, system, component or separate technical unit until it has been brought into conformity.</u></b>	
		<b><u>3. Distributors who suspect that a vehicle, system, component or separate technical unit which they have made</u></b>	

		<p><u>available on the market or registered or for which they are responsible for the entry into service, is not in conformity with this Regulation, shall inform the manufacturer or the manufacturer's representative to make sure that the corrective measures necessary to bring that vehicle, system, component or separate technical unit into conformity or to recall it, if appropriate, are taken in accordance with Article 6a(1) or 6d(1).</u></p>	
		<p><u>4. Where the vehicle, system, component, separate technical unit, part or equipment presents a serious risk, distributors shall immediately inform thereof and give details, in particular, of the serious risk and of any corrective measures taken by the manufacturer, the market surveillance and approval authorities of the Member States in which they made available on the market the vehicle, system, component, separate technical unit, part or equipment as well as the manufacturer and the importer of any action taken.</u></p>	
		<p><u>5. Distributors shall, following a reasoned request from a national authority, ensure that the manufacturer provide the national authority with the information specified in Article 6a(4) or that the</u></p>	

		<b><u>importer provide the national authority with the information specified in Article 6d(3). They shall cooperate with that authority, at its request, on any action taken in accordance with Article 20 of Regulation (EC) No 765/2008 to eliminate the risks posed by the vehicle, system, component, separate technical unit, part or equipment which they have made available on the Union market.</u></b>	
	<i>Article 6g</i>	<b><u>Article 6g</u></b>	
	<i>Cases where obligations of manufacturers apply to importers and distributors</i>	<b><u>Cases in which obligations of manufacturers apply to importers and distributors</u></b>	
	<i>An importer or distributor shall be considered a manufacturer for the purposes of this Regulation and shall be subject to the obligations of the manufacturer under Articles 6 to 6b, where the importer or distributor makes available on the market, registers or is responsible for the entry into service of a vehicle, system, component or separate technical unit under its name or trademark or modifies a vehicle, system, component or separate technical unit already made available on the market, registered or entered into service in such a way that compliance with the applicable requirements may</i>	<b><u>An importer or distributor shall be considered a manufacturer for the purposes of this Regulation and shall be subject to the obligations of the manufacturer under Articles 6 to 6b, where the importer or distributor makes available on the market, registers or is responsible for the entry into service of a vehicle, system, component or separate technical unit under its name or trademark or modifies a vehicle, system, component or separate technical unit already made available on the market, registered or entered into service in such a way that compliance with the</u></b>	

	<i>be affected.</i>	<b><u>applicable requirements may be affected.</u></b>	
	<i>Article 6h</i>	<b><u>Article 6h</u></b>	
	<i>Identification of economic operators</i>	<b><u>Identification of economic operators</u></b>	
	<i>Economic operators shall, upon request, identify the following to the market surveillance and approval authorities, for a period of 10 years:</i>	<b><u>Economic operators shall, on request, identify the following to the market surveillance and approval authorities, for a period of 5 years:</u></b>	
	<i>(a) any economic operator who has supplied them with a vehicle, system, component or separate technical unit;</i>	<b><u>(a) any economic operator who has supplied them with a vehicle, system, component, separate technical unit, part or equipment;</u></b>	
	<i>(b) any economic operator to whom they have supplied a vehicle, system, component or separate technical unit.</i>	<b><u>(b) any economic operator to whom they have supplied a vehicle, system, component, separate technical unit, part or equipment.</u></b>	
CHAPTER III SUBSTANTIVE REQUIREMENTS			
Article 7 Requirements <b><u>on road</u></b> safety	Article 7 Requirements on road <i>and functional</i> safety	Article 7 Requirements <b><u>for the functional</u></b> safety <b><u>of vehicles</u></b>	<b>Article 7</b> <b>Requirements for the functional safety of vehicles</b>
1. Manufacturers shall ensure that vehicles are designed, constructed and assembled so as to minimise the risk of injury to the vehicle occupants and to other <b><u>road</u></b> users.		1. Manufacturers shall ensure that vehicles are designed, constructed and assembled so as to minimise the risk of injury to the vehicle occupants and to other users <b><u>of the vehicle's</u></b>	New EP proposal <b>1. Manufacturers shall ensure that vehicles are designed, constructed and assembled so as to minimise the risk of injury to the vehicle occupants and to</b>

		<u>environment.</u>	other <b>persons in the vehicle's surrounding area.</b>
2. Manufacturers shall ensure that vehicles, systems, components and separate technical units comply with the relevant requirements set out in this Regulation including the requirements relating to:			
(a) vehicle structure integrity;			
	<i>(aa) starting and stopping, including emergency and automatic stop devices;</i>		<b>deleted</b> part of the wording is introduced in 8.2(ma) of the Council text
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<i>(ab) unintentional movement of the vehicle;</i>		<b>deleted</b> part of the wording is introduced in 8.2(be) of the EP text
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
(b) systems to aid the control of the vehicle by the driver, <b>including</b> steering, braking <b>including anti-lock braking systems and electronic stability control</b>	(b) systems to aid the control of the vehicle by the driver <b>such as</b> steering <b>and braking</b> , including anti-lock braking systems and electronic stability control systems <i>(or systems of equivalent</i>	(b) systems to aid the control of the vehicle by the driver, including steering <b>and</b> braking systems;	<b>New proposal following 1st trialogue</b> <b>(b) systems to aid the control of the vehicle by the driver, in particular as regards steering and braking, including</b>

<u>systems</u> ;	<i>effect</i> );		<i>advanced braking systems, such as anti-lock braking systems, and electronic stability control systems</i>
(c) systems to provide the driver with visibility and information on the state of the vehicle and the surrounding area, including glazing, mirrors and driver information systems;			
(d) vehicle lighting systems;			
(e) vehicle occupant protection, including interior fittings, head restraint, seat belts, vehicle doors;			
(f) vehicle exterior and accessories;			
(g) electromagnetic compatibility;			
(h) audible warning devices;			
(i) heating systems;			
(j) devices to prevent unauthorised use;			
(k) vehicle identification systems;			
(l) masses and dimensions;			
(m) electrical safety;			<i>(m) electrical safety, including static electricity</i>  EP and Council agree

			text included to cover 8.2(ke) EP text
	<i>(ma) mechanical safety;</i>		<b>deleted</b> deletion subject to agreement on new wording of 7.2(b)
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
(n) rear protective structures;			
(o) lateral protection;			
(p) load platforms;			
(q) <u>couplings and reversing</u> devices;	(q) <i>towing</i> devices;	(q) <u>towing</u> devices;	<b>(q) towing devices;</b>
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
<b><u>(r) controls;</u></b>		<b><u>deleted</u></b>	<b>deleted</b> EP agrees to move it to art 8
(s) tyres;			

(t) spray-suppression systems.			
	<i>(ta) reverse gear;</i>	<u>(ta) reverse gear;</u>	<b>(ta) reverse gear;</b>
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<i>(tb) tracks;</i>	<u>(tb) tracks;</u>	<b>(tb) tracks;</b>
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<i>(tc) mechanical couplings;</i>	<u>(tc) mechanical couplings.</u>	<b>(tc) mechanical couplings, including protection against errors of fitting;</b>  Text included in order to cover 8.2(kh) of EP text
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
		<u>2a. Components of vehicles, whose hazards of electrical nature are fully addressed in the delegated or implementing acts adopted under this Regulation, shall not be subject to the requirements of Directive 2006/95/EC on the harmonisation of the laws of Member States relating to electrical equipment designed for use within certain voltage limits.</u>	<b>2a. Components of vehicles, whose hazards of electrical nature are fully addressed in the delegated or implementing acts adopted under this Regulation, shall not be subject to the requirements of Directive 2006/95/EC on the harmonisation of the laws of Member States relating to electrical equipment designed for use within certain voltage limits.</b>



<p><b><u>3. The requirements referred to in paragraphs 1 and 2 shall apply to vehicles, systems, components and separate technical units intended therefore, insofar as they are declared applicable to the relevant vehicle category set out in Article 4.</u></b></p>	<p>3. The requirements referred to in paragraphs 1 and 2 shall apply to vehicles, systems, components and separate technical units, insofar as they are declared <i>in Annex I to be</i> applicable to the relevant vehicle category set out in Article 4.</p>	<p><del>deleted</del></p>	<p>3. The requirements referred to in paragraphs 1 and 2 shall apply to vehicles, systems, components and separate technical units <b>intended therefore</b>, insofar as they are declared <i>in Annex I to be</i> applicable to the relevant vehicle category set out in Article 4.</p>
<p><b><u>4. The Commission shall be delegated powers to adopt in accordance with Article 57 a delegated act laying down the detailed technical requirements including test procedures and limit values, where applicable, for the subjects listed in paragraph 2 in order to ensure that a high level of road safety will be obtained.</u></b></p>	<p>4. <i>In order to ensure that a high level of road and functional safety is obtained, the Commission shall be empowered to adopt delegated acts in accordance with Article 57 concerning the detailed technical requirements for the subjects listed in paragraph 2 of this Article, including test procedures and limit values, where applicable.</i></p>	<p><b><u>In order to ensure that a high level of functional safety is obtained, the Commission shall be empowered to adopt for the first time no later than 1 January 2013 delegated acts in accordance with Article 57 concerning the detailed technical requirements for the subjects listed in paragraph 2 of this Article, including test procedures and limit values, where applicable.</u></b></p>	<p>New proposal following 1st triologue</p> <p><b><i>4. In order to ensure that a high level of functional safety is obtained, the Commission shall be empowered to adopt delegated acts in accordance with Article 57 concerning the detailed technical requirements for the subjects listed in paragraph 2 of this Article, including test procedures and limit values, where applicable. The first package of those delegated acts shall be adopted by [1 year before entry into force]</i></b></p>
<p></p>	<p><i>Those detailed technical requirements shall be such as to increase, or at least maintain, the level of road and functional safety afforded by the Directives referred to in Articles 62(1) and Article 63.</i></p>	<p></p>	<p>New proposal following 1st triologue</p> <p><b><i>Those detailed technical requirements shall be such as to increase or at least maintain the level of road and functional safety afforded provided for by the Directives referred to in Articles 62(1) and Article 63 and ensure the following:</i></b></p>

	<i>The detailed technical requirements shall, in particular, ensure the following:</i>	<b><u>These detailed requirements shall ensure the following:</u></b>	New proposal following 1st trialogue <b>deleted</b> merged with previous §
	<i>- vehicles with a maximum speed of more than 40 km/h, with the exclusion of interchangeable towed equipment (category S), meet an equivalent level of road safety with regards to brake performance and anti-lock braking systems as motor vehicles and their trailers;</i>	<b><u>- vehicles with a maximum speed of more than 40 km/h meet an equivalent level of functional safety with regard to brake performance and anti-lock braking systems as motor vehicles and their trailers;</u></b>	New proposal following 1st trialogue <b>- vehicles with a maximum designed speed of more than 40 km/h meet an equivalent level of functional safety with regard to brake performance and anti-lock braking systems as motor vehicles and their trailers;</b>
		<b><u>- the maximum contact pressure exerted on hard road surface from tyres or tracks does not exceed 0.9 [0.8] MPa</u></b>	accepted following 1st trialogue <b>- the maximum contact pressure exerted on hard road surface from tyres or tracks does not exceed 0.9 [0.8] MPa</b>
Article 8 Requirements <b>on</b> occupational safety		Article 8 Requirements <b>for</b> occupational safety	<b>Article 8</b> <b>Requirements <b>for</b> occupational safety</b>
1. Manufacturers shall ensure that vehicles are designed, constructed and assembled so as to minimise the risk of injury to persons working on or with the vehicle.			

2. Manufacturers shall ensure that vehicles, systems, components and separate technical units comply with the relevant requirements set out in this Regulation including the requirements relating to:			
(a) roll-over protection <u>systems</u> (hereinafter ROPS);	(a) roll-over protection <i>structures</i> (hereinafter ROPS);	(a) roll-over protection <u>structures</u> (hereinafter "ROPS");	(a) roll-over protection <i>structures</i> (hereinafter ROPS);
(b) falling objects protection <u>systems</u> (hereinafter FOPS);	(b) falling objects protection <i>structures</i> (hereinafter FOPS);	(b) falling objects protection <u>structures</u> (hereinafter "FOPS");	(b) falling objects protection <i>structures</i> (hereinafter FOPS);
	<i>(ba) operation and maintenance;</i>		<del>deleted</del> (moved to 8.2.(md), Council text)
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<i>(bb) safety and reliability of control systems including power take-offs to towed machinery;</i>		<del>deletion</del> EP proposes to delete here under the condition it is merged with 8,2,ma (Council text) while deleting "including power take-offs to towed machinery"
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<i>(bc) isolation of energy sources;</i>		<del>deleted</del>

			EP agrees to consider it covered by 8.2(mh) batteries, in the Council text
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<b><i>(bd) protection against any reasonably foreseeable misuse of the vehicle;</i></b>		<b>deletion</b> EP can agree to delete if foreseeable misuse is kept in 8.2.ea (ergonomics)
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<b><i>(be) protection against mechanical hazards;</i></b>		<b>deleted</b> covered by 8.2(mb) CEU text
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
(c) passenger seats;			
(d) <b><i>internal sound levels;</i></b>	(d) <b><i>driver-perceived noise level;</i></b>	(d) <b><u>driver-perceived noise level;</u></b>	<b><u>driver-perceived noise level;</u></b>
(e) driving seat;			
	<b><i>(ea) ergonomics (including foreseeable misuse, usability of control systems,</i></b>		New proposal following 1st trialogue

	<i>accessibility of controls to avoid their unintentional activation, adaptation of the man/vehicle interface to the foreseeable characteristics of the driver, operator intervention)</i>		<p><b>deletion</b></p> <p><i>(ea) ergonomics (including protection against foreseeable misuse, usability of control systems, accessibility of controls to avoid their unintentional activation, adaptation of the person/vehicle interface to the foreseeable characteristics of the driver, vibrations, operator intervention)</i></p> <p>Proposal to add in §4 "taking due account of ergonomics etc"</p>
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
(f) operating space and access to the driving position;			<p>agreed by CEU in 1st trialogue</p> <p><b>(f) operating space and access to the driving position, including protection against slipping, tripping or falling;</b></p> <p>Last part added to cover deletion of 8.2(kd) of EP text</p>
	<i>(fa) access to the operating positions and servicing points;</i>		<p><b>deleted</b></p> <p>Covered by (f)</p>
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories.)</i>		

(g) power take-offs;			
(h) protection of drive components;			
(i) seat-belt anchorage points;			
(j) safety belts;			
(k) protection of driver against penetrating objects (hereinafter OPS);			
	<i>(ka) stability;</i>		New proposal following 1st triologue <b>deletion</b> Proposal to add in §4 "taking due account of ergonomics etc"
	<i>(kb) guards and protective devices;</i>		<b>deleted</b> deleted here, keep 8.2.me (CEU text)
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<i>(kc) risk of loss of stability;</i>		<b>deleted</b> EP agrees with deletion, covered by 8.2(ka) EP text
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		

	<i>(kd) risk of slipping, tripping or falling;</i>		<b>deletion</b> EP can agree to delete if it is included in (f)
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<i>(ke) protection of driver against electrical hazards including lightning;</i>		<b>deleted</b> Condition: Explicit mention of static electricity in electronically safety 7.2.m (pg 69)
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<i>(kf) safe cleaning of the vehicle including its internal parts;</i>		<b>deleted</b> EP accepts deletion if in 8.2.md inclusion into operation maintenance (including safe cleaning ...)
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<i>(kg) risk of trapping;</i>		<b>deleted</b> Considered covered by 8.2 m.e
	<i>(It should be added to Annex I and</i>		

	<i>become applicable to all relevant vehicle categories)</i>		
	<b><i>(kh) elimination of risks posed due to errors of fitting;</i></b>		<b>deletion</b> EP can agree to delete if it is included in 7.2(tc) mechanical couplings
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<b><i>(ki) guards;</i></b>		<b>deleted</b> covered by 8.2 m.e
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<b><i>(kj) risks related to moving parts;</i></b>		<b>deleted</b> covered by 8.2 (me) "guards and protective devices;" of the CEU text
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<b><i>(kk) materials and products;</i></b>		<b>deleted</b> cfr. 8.2(mg) CEU text
	<i>(It should be added to Annex I and become applicable to all relevant vehicle</i>		



	<i>categories)</i>		
	<b>(kl) batteries;</b>		<b>deleted</b> covered by 8.2(mh) CEU text
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<b>(km) braking including parking functions;</b>		<b>deleted</b> covered by 7.2.b
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
(l) protection of driver against hazardous substances;	(l) protection of driver against hazardous <b>materials and</b> substances, <b>or lack of oxygen;</b>		New proposal following 1st triologue <b>(l) protection of driver against hazardous materials and substances;</b>
	<i>(It should be adjusted in Annex I and become applicable to all relevant vehicle categories)</i>		
	<b>(la) fire safety;</b>		New proposal following 1st triologue <b>deletion</b> Proposal to add in §4 "taking due

			account of ergonomics etc"
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<b><i>(lb) vibrations;</i></b>		New proposal following 1st trialogue <b>deletion</b> Proposal to add in §4 "taking due account of ergonomics etc"
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<b><i>(lc) protection against external radiation;</i></b>		<b>deleted</b>
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<b><i>(ld) protection from exposure to parts or materials at extreme temperatures;</i></b>		<b><i>(ld) protection from exposure to parts or materials at extreme temperatures;</i></b>
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
(m) operators manual.			
	<b><i>(ma) risks related to variations in</i></b>	<b><u>(ma) controls, ;</u></b>	new EP wording:

	<i>operating conditions;</i>		<b>(ma) controls, including safety and reliability of control systems, emergency and automatic stop devices;</b>  2nd part from 8.2(bb),  3rd part from 7.2(aa)
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<i>(mb) risks due to surfaces, edges or angles;</i>	<b><u>(mb) protection against mechanical hazards, other than the ones mentioned in Article 7.2(l) and Article 8.2 (a), (b), (g) and (k);</u></b>	<b><u>(mb) protection against mechanical hazards, other than the ones mentioned in Article 7.2(l) and Article 8.2 (a), (b), (g) and (k), including protection against rough surfaces, sharp edges and angles, rupture of pipes carrying fluids, uncontrolled movement of the vehicle</u></b>
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
	<i>(mc) risks of rupture of rigid and flexible pipes carrying fluids, particularly those under high pressure;</i>		<b>deleted</b>  included in 8.2 (mb)
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		

		<u>(md) operation and maintenance;</u>	<b>(md) operation and maintenance, including safe cleaning of the vehicle</b>  Last part added to cover 8.2(kf)
	<i>(md) information and warnings;</i>		<b>deletion</b>  Ok to delete EP text, under the condition that "warnings" is to be added to 8.2(mf) of CEU text
	<i>(It should be added to Annex I and become applicable to all relevant vehicle categories)</i>		
		<u>(me) guards and protective devices;</u>	<b>(me) guards and protective devices;</b>
		<u>(mf) information and markings;</u>	<b>(mf) information, warnings and markings;</b>  ok, add warnings to mf "information and markings" from 8.2 md EP text
		<u>(mg) materials and products;</u>	<b>(mg) materials and products;</b>
		<u>(mh) batteries.</u>	<b>(mh) batteries.</b>
3. The requirements referred to in paragraphs 1 and 2 shall apply to vehicles, systems, components and separate technical units intended therefor, insofar as they are declared applicable to the relevant vehicle category <i>by this Regulation</i> .	3. The requirements referred to in paragraphs 1 and 2 shall apply to vehicles, systems, components and separate technical units, insofar as they are declared <i>in Annex I to be</i> applicable to the relevant vehicle category <i>set out in Article 4</i> .	3. The requirements referred to in paragraphs 1 and 2 <b>and listed in Annex I</b> shall apply to vehicles, systems, components and separate technical units intended therefor, insofar as they are declared applicable to the relevant vehicle category by this Regulation.	To be aligned with art. 7  <b>3. The requirements referred to in paragraphs 1 and 2 shall apply to vehicles, systems, components and separate technical units intended therefore., insofar as they are declared</b>

			<p><i>in Annex I to be applicable to the relevant vehicle category set out in Article 4.</i></p>
<p>4. <i>The Commission shall be <b>delegated powers</b> to adopt in accordance with Article 57 a <b>delegated act laying down</b> the detailed technical requirements including test procedures and limit values, where applicable, <b>for the subjects listed in paragraph 2 in order to ensure that a high level of occupational safety will be obtained.</b></i></p>	<p>4. <i>In order to ensure that a high level of occupational safety is obtained, the Commission shall be <b>empowered</b> to adopt <b>delegated acts</b> in accordance with Article 57 <b>concerning</b> the detailed technical requirements <b>for the subjects listed in paragraph 2 of this Article</b>, including test procedures and limit values, where applicable.</i></p>	<p>4. The Commission shall be delegated powers to adopt in accordance with Article 57 a delegated act laying down the detailed technical requirements including test procedures and limit values, where applicable, for the subjects listed in paragraph 2. <u>In order to ensure that a high level of occupational safety will be obtained, <b>the Commission shall be empowered to adopt for the first time no later than 1 January 2013 delegated acts in accordance with Article 57 concerning the detailed technical requirements for the subjects listed in paragraph 2 of this Article, including test procedures and limit values, where applicable.</b></u></p>	<p>New proposal following 1st triologue</p> <p><i>4. In order to ensure that a high level of occupational safety is obtained, the Commission shall be <b>empowered</b> to adopt <b>delegated acts</b> in accordance with Article 57 <b>concerning</b> the detailed technical requirements <b>for the subjects listed in paragraph 2 of this Article</b>, including test procedures and limit values, where applicable. <b>The first package of those delegated acts shall be adopted by [1 year before entry into force]</b></i></p>
	<p><i>Those detailed technical requirements shall be such as to increase, or at least maintain, the level of occupational safety afforded by the Directives referred to in Article 62(1) and Article 63.</i></p>		<p>New proposal following 1st triologue</p> <p><i>Those detailed technical requirements shall be such as to increase, or at least maintain, the level of occupational safety <b>afforded provided for by the Directives referred to in Articles 62(1) and Article 63, taking due account of ergonomics (including protection against foreseeable misuse, usability of control systems, accessibility of controls to avoid their unintentional activation, adaptation of the person/vehicle</b></i></p>

			<i>interface to the foreseeable characteristics of the driver, vibrations, operator intervention), stability and fire safety.</i>
Article 9 Requirements <b>on</b> environmental performance		Article 9 Requirements <b>for</b> environmental performance	Article 9 Requirements <b>for</b> environmental performance
1. Manufacturers shall ensure that vehicles are designed, constructed and assembled so as to minimise the impact <b>to</b> the environment.		1. Manufacturers shall ensure that vehicles are designed, constructed and assembled so as to minimise the impact <b>on</b> the environment.	1. Manufacturers shall ensure that vehicles are designed, constructed and assembled so as to minimise the impact <b>on</b> the environment.
2. Manufacturers shall ensure that vehicles, systems, components and separate technical units comply with the relevant requirements set out in this Regulation, including the requirements relating to:			
(a) pollutant emissions;			
(b) external sound level.			
3. The specific limit values, procedures and <b>test</b> requirements for pollutant emissions laid down for mobile machinery in Directive 97/68/EC <sup>35</sup> shall apply.	3. The specific limit values, <b>test</b> procedures and requirements for pollutant emissions laid down for mobile machinery in Directive 97/68/EC <sup>35</sup> shall apply.	3. The specific limit values, <b>test</b> procedures and requirements for pollutant emissions laid down for mobile machinery in Directive 97/68/EC <sup>35</sup> shall apply.	3. The specific limit values, <b>test</b> procedures and requirements for pollutant emissions laid down for mobile machinery in Directive 97/68/EC <sup>35</sup> shall apply.

<sup>35</sup> OJ L 59 of 27.2.1998, p.1.  
<sup>35</sup> OJ L 59 of 27.2.1998, p.1.  
<sup>35</sup> OJ L 59 of 27.2.1998, p.1.

<p>4. The requirements referred to in paragraphs 1 and 2 shall apply to vehicles, systems, components and separate technical units intended therefor, insofar as they are declared applicable to the relevant vehicle category <i>by this Regulation</i>.</p>	<p>4. The requirements referred to in paragraphs 1 and 2 shall apply to vehicles, systems, components and separate technical units, insofar as they are declared <i>in Annex I to be</i> applicable to the relevant vehicle category <i>set out in Article 4</i>.</p>	<p>4. The requirements referred to in paragraphs 1 and 2 <b>and listed in Annex I</b> shall apply to vehicles, systems, components and separate technical units intended therefor, insofar as they are declared applicable to the relevant vehicle category by this Regulation.</p>	<p>To be aligned with art. 7&amp;8</p> <p>4. The requirements referred to in paragraphs 1 and 2 shall apply to vehicles, systems, components and separate technical units <b>intended therefore</b>, insofar as they are declared <b>in Annex I to be</b> applicable to the relevant vehicle category <b>set out in Article 4</b>.</p>
<p>5. The Commission shall be delegated <b>powers</b> to adopt in accordance with Article 57 <b>a delegated act laying down</b> the detailed technical requirements including test procedures and limit values, where applicable, on <b>the external sound level as described in paragraph 2(b) and</b> the installation of approved engines in a vehicle and the related provisions for flexibility <b>as described in paragraphs 2(a) and 3</b> in order to ensure that a high level of environmental performance will be obtained.</p>	<p>5. The Commission shall be <b>empowered</b> to adopt <b>delegated acts</b> in accordance with Article 57 <b>concerning</b> the detailed technical requirements <b>on the external sound level</b> including test procedures and limit values, where applicable, <b>and</b> on the installation of approved engines in a vehicle <b>as regards pollutant emissions</b> and the related provisions for flexibility in order to ensure that a high level of environmental performance will be obtained.</p>	<p>5. The Commission shall be <b>empowered</b> to adopt <b>for the first time no later than 1 January 2013</b> delegated <b>acts</b> in accordance with Article 57 <b>concerning</b> the detailed technical requirements <b>on the external sound level</b>, including test procedures and limit values, where applicable, and on the installation of approved engines in a vehicle <b>as regards pollutant emissions</b> and the related provisions for flexibility in order to ensure that a high level of environmental performance will be obtained.</p>	<p><b>YELLOW</b> - agreed in principle in 1st trialogue</p> <p>To be aligned with art. 7&amp;8</p> <p>5. The Commission shall be <b>empowered</b> to adopt <b>delegated acts</b> in accordance with Article 57 <b>concerning</b> the detailed technical requirements <b>on the external sound level</b> including test procedures and <b>limit values</b>, where applicable, <b>and</b> on the installation of approved engines in a vehicle <b>as regards pollutant emissions</b> and the related provisions for flexibility in order to ensure that a high level of environmental performance will be obtained. <b>The first package of those delegated acts shall be adopted by [1 year before entry into force]</b></p> <p>COM will provide text to set out limit values in this Regulation</p>

<sup>35</sup> OJ L 59 of 27.2.1998, p.1.

	<i>Those specific requirements shall be such as to increase, or at least maintain, the level of environmental performance provided for in the Directives referred to in Article 62(1) and, where applicable, Article 63.</i>		accepted following 1st trialogue  <i>Those specific requirements shall be such as to increase, or at least maintain, the level of environmental performance provided for in the Directives referred to in Article 62(1) and, where applicable, Article 63.</i>
CHAPTER IV EU TYPE-APPROVAL PROCEDURES			
Article 10 Procedures for <u>the EU whole vehicle</u> type-approval	Article 10 Procedures for the EU type-approval	Article 10 Procedures for EU type-approval	<u>Article 10</u> Procedures for the EU type-approval
1. <u>The</u> manufacturer may choose one of the following procedures:	1. <i>When applying for type-approval of a whole vehicle, the</i> manufacturer may choose one of the following procedures:	1. <u>When applying for type-approval of a whole vehicle,</u> the manufacturer may choose one of the following procedures:	1. <i>When applying for type-approval of a whole vehicle, the</i> manufacturer may choose one of the following procedures:
(a) step-by-step type-approval;			
(b) single-step type-approval;			
(c) mixed type-approval;			
<u>(d) multi-stage approval.</u>	<i>deleted</i>	<u>deleted</u>	<u>deleted</u>
	<i>In addition, the manufacturer may choose the multi-stage approval.</i>	<u>In addition, the manufacturer may choose the multi-stage approval.</u>	<i>In addition, the manufacturer may choose the multi-stage approval.</i>
	<i>For the type-approval of systems,</i>	<u>Only the single-step type-approval</u>	<u>Only the single-step type-approval</u>



	<i>components or separate technical units, the single-step type-approval procedure shall apply.</i>	<b><u>procedure is applicable for the type-approval of systems, components or separate technical units.</u></b>	<b><u>procedure is applicable for the type-approval of systems, components or separate technical units.</u></b>
2. <b><u>The step-by-step type-approval procedure is a vehicle approval procedure consisting</u></b> in the step-by-step collection of the whole set of EU type-approval certificates for the systems, components and separate technical units <b><u>relating to</u></b> the vehicle, and which leads, at the final stage, to the approval of the whole vehicle.	2. The step-by-step type-approval procedure is a vehicle approval procedure consisting in the step-by-step collection of the whole set of EU type-approval certificates for the systems, components and separate technical units <b><u>forming part of</u></b> the vehicle, and which leads, at the final stage, to the approval of the whole vehicle.	2. <b><u>Step-by-step type-approval shall consist</u></b> in the step-by-step collection of the whole set of EU type-approval certificates for the systems, components and separate technical units <b><u>forming part of</u></b> the vehicle, and which leads, at the final stage, to the approval of the whole vehicle.	2. <b><u>Step-by-step type-approval shall consist</u></b> in the step-by-step collection of the whole set of EU type-approval certificates for the systems, components and separate technical units <b><u>forming part of</u></b> the vehicle, and which leads, at the final stage, to the approval of the whole vehicle.
<b><u>The single-step type-approval is a procedure consisting</u></b> in the approval of a vehicle as a whole by means of a single operation.		<b><u>2a. Single-step type-approval shall consist</u></b> in the approval of a vehicle as a whole by means of a single operation.	<b><u>2a. Single-step type-approval shall consist</u></b> in the approval of a vehicle as a whole by means of a single operation.
<b><u>The mixed</u></b> type-approval is a step-by-step type-approval procedure for which one or more system approvals are achieved during the final stage of the approval of the whole vehicle, without it being necessary to issue the EU type-approval certificates for those systems.		<b><u>2b. Mixed</u></b> type-approval is a step-by-step type-approval procedure for which one or more system approvals are achieved during the final stage of the approval of the whole vehicle, without it being necessary to issue the EU type-approval certificates for those systems.	<b><u>2b. Mixed</u></b> type-approval is a step-by-step type-approval procedure for which one or more system approvals are achieved during the final stage of the approval of the whole vehicle, without it being necessary to issue the EU type-approval certificates for those systems.
<b><u>The</u></b> multi-stage type-approval procedure <b><u>is an approval procedure in which</u></b> one or more approval authorities certify that, depending on the state of completion, an incomplete or completed type of vehicle satisfies the relevant administrative provisions and technical requirements of		<b><u>2c. In a</u></b> multi-stage type-approval procedure, one or more approval authorities certify that, depending on the state of completion, an incomplete or completed type of vehicle satisfies the relevant administrative provisions and technical requirements of this	<b><u>2c. In a</u></b> multi-stage type-approval procedure, one or more approval authorities certify that, depending on the state of completion, an incomplete or completed type of vehicle satisfies the relevant administrative provisions and technical requirements of this

this Regulation.		Regulation.	Regulation.
<p>3. Multi-stage type-approval shall be granted in respect of a type of incomplete or completed vehicle which conforms to the particulars in the information folder and which meets the technical requirements <b><i>specified by</i></b> the relevant acts listed in Annex I, having regard to the state of completion of the vehicle.</p>	<p>3. Multi-stage type-approval shall be granted in respect of a type of incomplete or completed vehicle which conforms to the particulars in the information folder and which meets the technical requirements <b><i>laid down in</i></b> the relevant acts listed in Annex I, having regard to the state of completion of the vehicle.</p>	<p>3. Multi-stage type-approval shall be granted in respect of a type of incomplete or completed vehicle which conforms to the particulars in the information folder and which meets the technical requirements <b><i>laid down in</i></b> the relevant acts listed in Annex I, having regard to the state of completion of the vehicle.</p>	<p>3. Multi-stage type-approval shall be granted in respect of a type of incomplete or completed vehicle which conforms to the particulars in the information folder and which meets the technical requirements <b><i>laid down in</i></b> the relevant acts listed in Annex I, having regard to the state of completion of the vehicle.</p>
<p>4. The type-approval for the final stage of completion shall <b><i>only</i></b> be granted after the approval authority has verified that the <b><i>type approval(s) issued for the incomplete vehicle certify that the vehicle type approved at the final stage</i></b> meets all technical requirements <b><i>applicable at the time when and for the category of vehicle for which the type-approval for the completed vehicle is granted.</i></b></p>	<p>4. The type-approval for the final stage of completion shall be granted <b><i>only</i></b> after the approval authority has verified that the vehicle <b><i>type-approved</i></b> at the final stage meets <b><i>at that stage</i></b> all <b><i>applicable</i></b> technical requirements. <b><i>This shall include a documentary check of all requirements covered by a type-approval for an incomplete vehicle granted in the course of a multi-stage procedure, even where granted for a different category or subcategory of vehicle.</i></b></p>	<p>4. The type-approval for the final stage of completion shall be granted <b><i>only</i></b> after the approval authority has verified that the vehicle <b><i>type-approved</i></b> at the final stage meets at <b><i>that time</i></b> all <b><i>applicable</i></b> technical requirements; <b><i>this shall include a documentary check of all requirements covered by a type-approval for an incomplete vehicle granted in the course of a multistage procedure, even where granted for a different (sub-)category of vehicle.</i></b></p>	<p>4. The type-approval for the final stage of completion shall be granted <b><i>only</i></b> after the approval authority has verified that the vehicle <b><i>type-approved</i></b> at the final stage meets at <b><i>that time</i></b> all <b><i>applicable</i></b> technical requirements; <b><i>this shall include a documentary check of all requirements covered by a type-approval for an incomplete vehicle granted in the course of a multistage procedure, even where granted for a different (sub-)category of vehicle.</i></b></p>
<p>5. The choice of <b><i>the</i></b> approval procedure shall not affect the applicable <b><i>regulatory</i></b> requirements with which the approved vehicle type has to comply at the time of <b><i>the</i></b> issuing of the whole vehicle type-approval.</p>	<p>5. The choice of approval procedure shall not affect the applicable requirements with which the approved vehicle type has to comply at the time of the issuing of the whole vehicle type-approval.</p>	<p>5. The choice of approval procedure shall not affect the applicable <b><i>substantive</i></b> requirements with which the approved vehicle type has to comply at the time of issuing of the whole vehicle type-approval.</p>	<p>5. The choice of approval procedure shall not affect the applicable <b><i>substantive</i></b> requirements with which the approved vehicle type has to comply at the time of issuing of the whole vehicle type-approval.</p>
<p>6. <b><i>Implementing powers are conferred on the</i></b> Commission <b><i>in order to lay down templates for</i></b> the <b><i>details of the</i></b></p>	<p>6. <b><i>The</i></b> Commission <b><i>shall adopt delegated acts in accordance with Article 57</i></b> in order to lay down the</p>	<p>6. <b><i>The</i></b> Commission <b><i>shall adopt for the first time no later than 1 January 2013</i></b> the <b><i>detailed</i></b> arrangements with regard to</p>	<p>SHADOWS</p>

arrangements with regard to type-approval procedures <u>in Article 54</u> .	arrangements with regard to type-approval procedures.	type-approval procedures. <b><u>Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 55(2).</u></b>	
Article 11 Application for type-approval			
1. The manufacturer shall submit the application for type-approval to the approval authority.			
2. Only one application may be submitted in respect of a particular type of vehicle and it may be submitted in only one Member State.	2. Only one application may be submitted in respect of a particular type of vehicle, <i>system, component or separate technical unit</i> and it may be submitted in only one Member State.	2. Only one application may be submitted in respect of a particular type of vehicle, <b><u>system, component or separate technical unit</u></b> and it may be submitted in only one Member State.	2. Only one application may be submitted in respect of a particular type of vehicle, <b><u>system, component or separate technical unit</u></b> and it may be submitted in only one Member State.
3. A separate application shall be submitted for each type to be approved.			
Article 12 Information <u>to be provided in the application for type-approval</u>	Article 12 Information <i>folder</i>	Article 12 Information <u>folder</u>	Article 12 Information <b><u>folder</u></b>
<b><u>1. An information document, as specified in implementing legislation, prescribes the information to be supplied by the applicant.</u></b>	<i>deleted</i>	<b><u>deleted</u></b>	<b><u>deleted</u></b>
The applicant shall provide to the approval authority an information folder.			

The information folder shall include <i><u>the</u></i> information document <i><u>and</u></i> all data, drawings, photographs and other information <i><u>required therein</u></i> .	The information folder shall include <i><u>the following</u></i> :	<b><u>1a.</u></b> The information folder shall include <b><u>the following</u></b> :	<b>YELLOW</b>
	(a) <i><u>an</u></i> information document;	<b><u>(a) an</u></b> information document;	<b>YELLOW</b>
	(b) all data, drawings, photographs and other information;	<b><u>(b)</u></b> all data, drawings, photographs and other information;	<b>YELLOW</b>
	(c) <i><u>for vehicles, an indication of the procedure(s) chosen in accordance with Article 10(1)</u></i> .	<b><u>(c) for vehicles, indication of the procedure(s) chosen in accordance with Article 10(1)</u></b> ,	<b>YELLOW</b>
		<b><u>(d) any additional information requested by the type-approval authority in the context of the application procedure</u></b> .	<b>YELLOW</b>
<i><u>Such</u></i> information may be supplied on paper or in electronic format.	<i><u>The</u></i> information <i><u>folder</u></i> may be supplied on paper or in electronic format <i><u>as admissible by the technical service and by the approval authority</u></i> .	<b><u>1b. The</u></b> information <b><u>folder</u></b> may be supplied on paper or in electronic format <b><u>as admissible by the technical service and by the approval authority</u></b> .	<b>YELLOW</b>
	<i><u>The Commission shall adopt delegated acts in accordance with Article 57 in order to determine the information to be provided to the approval authority pursuant to this Article, taking into account the requirements laid down in Article 13.</u></i>		<b>YELLOW</b>

<p><b><u>Implementing powers are conferred on the</u></b> Commission <b><u>in order to</u></b> lay down templates for <b><u>an</u></b> information document and <b><u>an</u></b> information folder <b><u>in Article 54.</u></b></p>	<p>The Commission <b><i>shall adopt an implementing act</i></b> in order to lay down templates for <b><i>the</i></b> information document and <b><i>the</i></b> information folder. <b><i>That implementing act shall be adopted in accordance with the examination procedure referred to</i></b> in Article 55(2).</p>	<p><b><u>1c. The Commission shall for the first time no later than 1 January 2013</u></b> lay down templates for <b><u>the</u></b> information document and <b><u>for the</u></b> information folder. <b><u>That implementing act shall be adopted in accordance with the examination procedure referred to</u></b> in Article <b><u>55(2).</u></b></p>	<p><b>YELLOW</b></p>
<p><b><u>2. When applying for type-approval, the manufacturer shall specify the chosen procedure in accordance with Article 10 (1) a) to d), and provide the information folder.</u></b></p>		<p><b><u>deleted</u></b></p>	<p><b>YELLOW</b></p>
<p>Article 13 Specific requirements for information to be provided in the application for type-approval under different procedures</p>			
<p>1. An application for step-by-step type-approval shall be accompanied by an information folder and <b><i>shall be accompanied</i></b> by the complete set of type-approval certificates required pursuant to each of the applicable <b><i>separate</i></b> acts and UNECE Regulations or OECD Codes listed in Annex I.</p>	<p>1. An application for step-by-step type-approval shall be accompanied by an information folder <b><i>in accordance with Article 12</i></b> and by the complete set of type-approval certificates required pursuant to each of the applicable acts and UNECE <i>regulations</i> or OECD <i>codes</i> listed in Annex I.</p>	<p>1. An application for step-by-step type-approval shall be accompanied by an information folder <b><u>in accordance with Article 12</u></b> and by the complete set of type-approval certificates required pursuant to each of the applicable acts and UNECE regulations or OECD Codes listed in Annex I.</p>	<p>1. An application for step-by-step type-approval shall be accompanied by an information folder <b><i>in accordance with Article 12</i></b> and by the complete set of type-approval certificates required pursuant to each of the applicable acts and UNECE <i>regulations</i> or OECD <i>codes</i> listed in Annex I.</p>
<p>In the case of the type-approval of a system or separate technical unit, pursuant to the applicable acts listed in Annex I, the approval authority shall have access to the related information folder until such time as the approval is</p>			

<p>either issued or refused.</p>			
<p>2. An application for single-step type-approval shall be accompanied by an information folder containing the relevant information in relation to the acts listed in Annex I.</p>	<p>2. An application for single-step type-approval shall be accompanied by an information folder <i>in accordance with Article 12</i> containing the relevant information in relation to the acts listed in Annex I.</p>	<p>2. An application for single-step type-approval shall be accompanied by an information folder <u>in accordance with Article 12</u> containing the relevant information in relation to the acts listed in Annex I.</p>	<p>2. An application for single-step type-approval shall be accompanied by an information folder <i>in accordance with Article 12</i> containing the relevant information in relation to the acts listed in Annex I.</p>
<p>3. In the case of a mixed type-approval procedure, the information folder shall be accompanied by one or more type-approval certificates required pursuant to each of the applicable <i>separate</i> acts and UNECE Regulations or OECD Codes listed in Annex I and shall include, insofar as no type-approval certificate is presented, the relevant information required in the implementing measures to this Regulation, in relation to the acts listed in Annex I.</p>	<p>3. In the case of a mixed type-approval procedure, the information folder shall be accompanied by one or more type-approval certificates required pursuant to each of the applicable acts and UNECE regulations or OECD codes listed in Annex I and shall include, insofar as no type-approval certificate is presented, the relevant information required in the implementing measures to this Regulation, in relation to the acts listed in Annex I.</p>	<p>3. In the case of a mixed type-approval procedure, the information folder shall be accompanied by one or more type-approval certificates required pursuant to each of the applicable acts and UNECE regulations or OECD Codes listed in Annex I <u>referred to in the delegated acts adopted under this Regulation</u> and shall include, insofar as no type-approval certificate is presented, the relevant information required in the implementing measures to this Regulation, in relation to the acts listed in Annex I.</p>	<p><b>YELLOW</b></p> <p>Waiting CEU final text</p>
<p>Without prejudice to paragraphs 1, 2 and 3, the following information shall be supplied for the purposes of multi-stage type-approval:</p>			
<p>(a) <u>At</u> the first stage, those parts of the information folder and the EU type-approval certificates <u>required for a complete vehicle</u> which are relevant to the state of completion of the base vehicle;</p>		<p>(a) <u>In</u> the first stage, those parts of the information folder and the EU type-approval certificates which are relevant to the state of completion of the base vehicle;</p>	<p>(a) <u>At</u> the first stage, those parts of the information folder and the EU type-approval certificates <u>required for a complete vehicle</u> which are relevant to the state of completion of the base vehicle;</p>

(b) <b>At</b> the second and subsequent stages, those parts of the information folder and the EU type-approval certificates which are relevant to the current stage of construction, together with a copy of the EU type-approval certificate for the vehicle issued at the preceding stage of construction; <b>in addition, the manufacturer shall supply</b> full details of any changes or additions that he has made to the vehicle.		(b) <b>In</b> the second and subsequent stages, those parts of the information folder and the EU type-approval certificates which are relevant to the current stage of construction, together with a copy of the EU type-approval certificate for the vehicle issued at the preceding stage of construction; <b>and</b> full details of any changes or additions that he has made to the vehicle.	<b>YELLOW</b>
The information specified in points (a) and (b) may be supplied in accordance with paragraph <u>2</u> .	The information specified in points (a) and (b) may be supplied in accordance with paragraph <u>3</u> .	The information specified in points (a) and (b) may be supplied in accordance with paragraph <u>3</u> .	The information specified in points (a) and (b) may be supplied in accordance with paragraph <u>3</u> .
5. The approval authority may, by reasoned request, <b>call upon</b> the manufacturer to supply any additional information needed to enable a decision to be taken on which tests are required or to facilitate the execution of those tests.	5. The approval authority may, by reasoned request, <b>require</b> the manufacturer to supply any additional information needed to enable a decision to be taken on which tests are required or to facilitate the execution of those tests.	5. The approval authority may, by reasoned request, <b>require</b> the manufacturer to supply any additional information needed to enable a decision to be taken on which tests are required or to facilitate the execution of those tests.	5. The approval authority may, by reasoned request, <b>require</b> the manufacturer to supply any additional information needed to enable a decision to be taken on which tests are required or to facilitate the execution of those tests.
<b><u>Article 14</u></b> <b><u>Procedure to be followed for the EU type-approval of systems, components or separate technical units</u></b>	<i>deleted</i>	<b><u>deleted</u></b>	<b><u>deleted</u></b>
<b><u>The manufacturer shall submit the application to the approval authority.</u></b>	<i>deleted</i>	<b><u>deleted</u></b>	<b><u>deleted</u></b>
<b><u>Only one application may be submitted in respect of a particular type of system, component or separate technical unit and it may be submitted in only one</u></b>	<i>deleted</i>	<b><u>deleted</u></b>	<b><u>deleted</u></b>

<u>Member State.</u>			
<u>A separate application shall be submitted for each type to be approved.</u>	<i>deleted</i>	<u>deleted</u>	<b>deleted</b>
CHAPTER V CONDUCT OF EU TYPE-APPROVAL PROCEDURES			
Article 15 General provisions			
1. Approval authorities shall <b>only</b> grant an EU type-approval after <b>having ensured that</b> the conformity of production procedures referred to in Article 19 <b>have been implemented and if</b> the type of vehicle, system, component or separate technical unit <b>complies</b> with the applicable requirements.	1. Approval authorities shall grant an EU type-approval <b>only</b> after <b>verifying</b> the conformity of production procedures referred to in Article 19 and the <b>compliance of the</b> type of vehicle, system, component or separate technical unit with the applicable requirements.	1. Approval authorities shall grant an EU type-approval <b>only</b> after <b>verifying</b> the conformity of production procedures referred to in Article 19 <b>and the compliance of</b> the type of vehicle, system, component or separate technical unit with the applicable requirements.	1. Approval authorities shall grant an EU type-approval <b>only</b> after <b>verifying</b> the conformity of production procedures referred to in Article 19 and the <b>compliance of the</b> type of vehicle, system, component or separate technical unit with the applicable requirements.
2. EU type-approvals shall be granted in accordance with Articles 16 and 17.			
3. If an approval authority finds that a type of vehicle, system, component or separate technical unit, <b>albeit built in conformity with</b> the required provisions, presents a serious risk to <b>road</b> safety or seriously <b>harms</b> the environment or public health or, <b>for tractors</b> , presents a serious risk to occupational safety, it may refuse to grant EU type-approval. In this case, it shall immediately send the approval authorities of the other Member	3. If an approval authority finds that a type of vehicle, system, component or separate technical unit, <b>though conforming to</b> the required provisions, presents a serious risk to safety or <b>may</b> seriously <b>harm</b> the environment or public health or presents a serious risk to occupational safety, it may refuse to grant EU type-approval. In this case, it shall immediately send the approval authorities of the other Member States	3. If an approval authority finds that a type of vehicle, system, component or separate technical unit, <b>though conforming to</b> the required provisions, presents a serious risk to safety or <b>may</b> seriously <b>harm</b> the environment or public health or presents a serious risk to occupational safety, it may refuse to grant EU type-approval. In this case, it shall immediately send to the approval authorities of the other Member States	3. If an approval authority finds that a type of vehicle, system, component or separate technical unit, <b>though conforming to</b> the required provisions, presents a serious risk to safety or <b>may</b> seriously <b>harm</b> the environment or public health or presents a serious risk to occupational safety, it may refuse to grant EU type-approval. In this case, it shall immediately send the approval authorities of the other Member States



States and the Commission a detailed file explaining the reasons for its decision and setting out the evidence for its findings.	and the Commission a detailed file explaining the reasons for its decision and setting out the evidence for its findings.	and the Commission a detailed file explaining the reasons for its decision and setting out the evidence for its findings.	and the Commission a detailed file explaining the reasons for its decision and setting out the evidence for its findings.
4. EU type-approval certificates shall be numbered in accordance with a <u>harmonized</u> system.	4. EU type-approval certificates shall be numbered in accordance with a <i>harmonised</i> system <i>laid down by the Commission by means of an implementing act. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 55(2).</i>	4. EU type-approval certificates shall be numbered in accordance with a <u>harmonised</u> system <u>laid down by the Commission by means of an implementing act. That implementing act shall be adopted for the first time no later than 1 January 2013 in accordance with the examination procedure referred to in Article 55(2).</u>	<b>YELLOW</b>
5. The approval authority shall, within <b>20 working days</b> , send to the approval authorities of the other Member States a copy of the EU vehicle type-approval certificate, together with the attachments, for each type of vehicle which it has approved. The <u>hard</u> copy may <u>be replaced</u> by an electronic <i>file</i> .	5. The approval authority shall, within 20 working days, send to the approval authorities of the other Member States a copy of the EU vehicle type-approval certificate, together with the attachments, for each type of vehicle which it has approved by <i>means of a common secure electronic exchange system</i> .	5. The approval authority shall, within <u>one month</u> , send to the approval authorities of the other Member States a copy of the EU vehicle type-approval certificate, together with the attachments, for each type of vehicle which it has approved [ <u>by means of a common secure electronic exchange system</u> ]. [The copy may <u>also take the form of</u> an electronic file.]	<b>YELLOW</b> Add "system" in recital, align wording EP to propose new text
6. The approval authority shall inform without delay the approval authorities of the other Member States of its refusal or withdrawal of any vehicle approval, together with the reasons for its decision.			
7. <u>The</u> approval authority shall send <u>at three-monthly intervals</u> to the approval authorities of the other Member States a	7. <i>At three-monthly intervals, the</i> approval authority shall send to the approval authorities of the other Member	7. <u>At three-monthly intervals, the</u> approval authority shall send to the approval authorities of the other Member	7. <u>At three-monthly intervals, the</u> approval authority shall send to the approval authorities of the other Member

<p>list of the <u>system, component or separate technical unit</u> EU type-approvals it has granted, amended, refused to grant or withdrawn during the preceding period.</p>	<p>States a list of the EU type-approvals it has granted, amended, refused to grant or withdrawn <u>for systems, components or separate technical units</u> during the preceding period.</p>	<p>States a list of the EU type-approvals it has granted, amended, refused to grant or withdrawn <u>for systems, components or separate technical units</u> during the preceding period.</p>	<p>States a list of the EU type-approvals it has granted, amended, refused to grant or withdrawn <u>for systems, components or separate technical units</u> during the preceding period.</p>
<p>8. If so requested by an approval authority of another Member State, the approval authority which has granted an EU type-approval shall, within <b>20 working days</b> of receiving that request, send to the former a copy of the EU type-approval certificate <u>in question</u>, together with the attachments. <u>The paper copy may be replaced by an electronic file.</u></p>	<p>8. If so requested by an approval authority of another Member State, the approval authority which has granted an EU type-approval shall, within 20 working days of receiving that request, send to the former a copy of the <u>requested</u> EU type-approval certificate together with the attachments by <u>means of a common secured electronic exchange system</u>.</p>	<p>8. If so requested by an approval authority of another Member State, the approval authority which has granted an EU type-approval shall, within <u>one month</u> of receiving that request, send to the former a copy of the <u>requested</u> EU type-approval certificate, together with the attachments by <u>means of a common secure electronic exchange system</u>. The copy may also take form of an electronic file.</p>	<p><b>YELLOW</b></p> <p>Ok for "one month"</p> <p>Rest to be aligned with §5</p>
<p>9. If so requested by the Commission, the approval authority shall submit the information <u>described</u> in paragraphs 5 to 8 <u>also</u> to the Commission.</p>	<p>9. If so requested by the Commission, the approval authority shall submit the information <u>referred to</u> in paragraphs 5 to 8 also to the Commission.</p>	<p>9. If so requested by the Commission, the approval authority shall submit the information <u>referred to</u> in paragraphs 5 to 8 to the Commission <u>as well</u>.</p>	<p>9. If so requested by the Commission, the approval authority shall submit the information <u>referred to</u> in paragraphs 5 to 8 to the Commission <u>as well</u>.</p>
<p>10. The approval authority shall put together an information package consisting <u>in</u> the information folder accompanied by the test reports and all other documents added by the technical service or by the approval authority to the information folder in the course of carrying out their functions. The information <u>folder</u> shall contain an index listing the contents of the information package, suitably numbered or otherwise marked so as to identify clearly all the</p>	<p>10. The approval authority shall put together an information package consisting <u>of</u> the information folder accompanied by the test reports and all other documents added by the technical service or by the approval authority to the information folder in the course of carrying out their functions. The information <u>package</u> shall contain an index listing the contents of the information package, suitably numbered or otherwise marked so as to identify</p>	<p>10. The approval authority shall put together an information package consisting <u>of</u> the information folder accompanied by the test reports and all other documents added by the technical service or by the approval authority to the information folder in the course of carrying out their functions. The information <u>package</u> shall contain an index listing the contents of the information package, suitably numbered or otherwise marked so as to identify</p>	<p>10. The approval authority shall put together an information package consisting <u>of</u> the information folder accompanied by the test reports and all other documents added by the technical service or by the approval authority to the information folder in the course of carrying out their functions. The information <u>package</u> shall contain an index listing the contents of the information package, suitably numbered or otherwise marked so as to identify</p>

pages, the format of <i>that</i> document <i>being</i> such as to present a record of the successive steps in the management of the EU type-approval, in particular the dates of <i>the</i> revisions and updating.	clearly all the pages <i>and</i> the format of <i>each</i> document such as to present a record of the successive steps in the management of the EU type-approval, in particular the dates of revisions and updating.	clearly all the pages <b>and</b> the format of <b>each</b> document such as to present a record of the successive steps in the management of the EU type-approval, in particular the dates of revisions and updating. <b><u>The approval authority shall keep information contained in the information package available for a period of 10 years after the end of validity of the approval concerned.</u></b>	clearly all the pages <b>and</b> the format of <b>each</b> document such as to present a record of the successive steps in the management of the EU type-approval, in particular the dates of revisions and updating. <b><u>The approval authority shall keep information contained in the information package available for a period of 10 years after the end of validity of the approval concerned.</u></b>
Article 16 Specific provisions concerning the type-approval certificate	Article 16 Specific provisions concerning the <i>EU</i> type-approval certificate	Article 16 Specific provisions concerning the <b>EU</b> type-approval certificate	Article 16 Specific provisions concerning the <i>EU</i> type-approval certificate
1. The type-approval certificate shall contain, as attachments, the following:	1. The <i>EU</i> type-approval certificate shall contain, as attachments, the following:	1. The <b>EU</b> type-approval certificate shall contain, as attachments, the following:	1. The <i>EU</i> type-approval certificate shall contain, as attachments, the following:
(a) the information package referred to in Article 15;	(a) the information package referred to in Article 15(10);	(a) the information package referred to in Article 15(10);	(a) the information package referred to in Article 15(10);
(b) the test results;			
(c) the name(s) and specimen(s) of the signature(s) of the person(s) authorised to sign certificates of conformity and a statement of their position in the company.			
	<i>(ca) a filled-out specimen of the certificate of conformity.</i>	<b><u>(ca) in the case of an EU whole vehicle type-approval, a filled-out specimen of the certificate of conformity.</u></b>	<b><u>(ca) in the case of an EU whole vehicle type-approval, a filled-out specimen of the certificate of conformity.</u></b>
2. The type approval certificate shall be issued on the basis of the template laid	2. The <i>EU type-approval</i> certificate shall be issued on the basis of the template	2. The <b>EU</b> type-approval certificate shall be issued on the basis of the template	<b>YELLOW</b>

down <i>in</i> the implementing act to <u><i>this regulation</i></u> :	laid down <i>by</i> the <i>Commission by means of an</i> implementing act. <i>That implementing act shall be adopted in accordance with the examination procedure referred to in Article 55(2).</i>	laid down <b>by</b> the <b>Commission by means of an</b> implementing act. <b>That implementing act shall be adopted for the first time no later than 1 January 2013 in accordance with the examination procedure referred to in Article 55(2).</b>	
3. In respect of each type of vehicle, the approval authority shall:			
(a) complete all the relevant sections of the EU type-approval certificate, including the test results sheet appended thereto, <u><i>in accordance with the template of the type approval certificate set out in the implementing act to this Regulation</i></u> ;	(a) complete all the relevant sections of the EU type-approval certificate, including the test results sheet appended thereto;	(a) complete all the relevant sections of the EU type-approval certificate, including the test results sheet appended thereto;	(a) complete all the relevant sections of the EU type-approval certificate, including the test results sheet appended thereto;
(b) compile the index to the information package;			
(c) issue the completed certificate , together with its attachments, to the applicant without delay.		(c) issue the completed certificate, together with its attachments, to the applicant without <u>unjustified</u> delay.	<b>YELLOW</b> Wait CEU explanation
	<i>The Commission shall lay down the template for the test results sheet referred to in point (a) of this paragraph by means of an implementing act. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 55(2).</i>	<b>The Commission shall for the first time no later than 1 January 2013 lay down the template for the test results sheet referred to in point (a) of this paragraph by means of an implementing act. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 55(2).</b>	<b>YELLOW</b>

<p>4. In the case of an EU type-approval <b><i>in relation to</i></b> which, in accordance with Article 26, restrictions have been imposed as to its validity, or certain provisions of the acts have been waived, the EU type-approval certificate shall specify those restrictions or waivers.</p>	<p>4. In the case of an EU type-approval <b><i>for</i></b> which, in accordance with Article 26, restrictions have been imposed as to its validity, or certain provisions of <b><i>this Regulation or the delegated and implementing acts adopted under this Regulation</i></b> have been waived, the EU type-approval certificate shall specify those restrictions or waivers.</p>	<p>4. In the case of an EU type-approval <b><i>for</i></b> which, in accordance with Article 26, restrictions have been imposed as to its validity, or certain provisions of <b><i>this Regulation or the delegated and implementing acts adopted under this Regulation</i></b> have been waived, the EU type-approval certificate shall specify those restrictions or waivers.</p>	<p>4. In the case of an EU type-approval <b><i>for</i></b> which, in accordance with Article 26, restrictions have been imposed as to its validity, or certain provisions of <b><i>this Regulation or the delegated and implementing acts adopted under this Regulation</i></b> have been waived, the EU type-approval certificate shall specify those restrictions or waivers.</p>
<p>5. Where the manufacturer chooses the mixed type-approval procedure, the approval authority shall complete <b><i>in</i></b> the information document the references <b><i>for</i></b> the test reports, established by <b><i>regulatory acts</i></b>, for which no EU type-approval certificate is available. <b><i>Implementing powers are conferred on the Commission in order to lay down a template of such a document in Article 54.</i></b></p>	<p>5. Where the manufacturer chooses the mixed type-approval procedure, the approval authority shall complete the information document <b><i>with</i></b> the references <b><i>to</i></b> the test reports, established by <b><i>the implementing act referred to in Article 18(1)</i></b> for which no EU type-approval certificate is available.</p>	<p>5. Where the manufacturer chooses the mixed type-approval procedure, the approval authority shall complete the information document <b><i>with</i></b> the references <b><i>to</i></b> the test reports, established by <b><i>the implementing act referred to in Article 18(1)</i></b>, for which no EU type-approval certificate is available.</p>	<p>5. Where the manufacturer chooses the mixed type-approval procedure, the approval authority shall complete the information document <b><i>with</i></b> the references <b><i>to</i></b> the test reports, established by <b><i>the implementing act referred to in Article 18(1)</i></b> for which no EU type-approval certificate is available.</p>
<p>6. Where the manufacturer chooses the single-step type-approval procedure, the approval authority shall establish <b><i>the</i></b> list of applicable requirements or acts and append that list to the EU type-approval certificate. <b><i>Implementing powers are conferred on the Commission in order to lay down a template of such a list in Article 54.</i></b></p>	<p>6. Where the manufacturer chooses the single-step type-approval procedure, the approval authority shall establish <b><i>a</i></b> list of applicable requirements or acts and append that list to the EU type-approval certificate. <b><i>The Commission shall adopt the template for such a list by means of an implementing act. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 55(2).</i></b></p>	<p>6. Where the manufacturer chooses the single-step type-approval procedure, the approval authority shall establish <b><i>a</i></b> list of applicable requirements or acts and append that list to the EU type-approval certificate. <b><i>The Commission shall adopt for the first time no later than 1 January 2013 the template for such a list by means of an implementing act. That implementing act shall be adopted in accordance with the examination procedure referred to in</i></b></p>	<p><b>YELLOW</b></p>

		Article <u>55(2)</u> .	
Article 17 Specific provisions concerning systems, components or separate technical units			
1. EU type-approval shall be granted in respect of a system which conforms to the particulars in the information folder and which meets the technical requirements laid down in the relevant <b>act</b> listed in Annex I.	1. EU type-approval shall be granted in respect of a system which conforms to the particulars in the information folder and which meets the technical requirements laid down in the relevant <b>acts</b> listed in Annex I.	1. EU type-approval shall be granted in respect of a system which conforms to the particulars in the information folder and which meets the technical requirements laid down in the relevant <b>acts</b> listed in Annex I.	1. EU type-approval shall be granted in respect of a system which conforms to the particulars in the information folder and which meets the technical requirements laid down in the relevant <b>acts</b> listed in Annex I.
2. <b><u>A component or separate technical unit</u></b> EU type-approval shall be granted in respect of a component or separate technical unit <b><u>which</u></b> conforms to the particulars in the information folder and which meets the technical requirements laid down in the relevant separate <b>act</b> listed in Annex I.	2. <b><u>An EU type-approval for a component or separate technical unit</u></b> shall be granted in respect of a component or separate technical unit <b><u>that</u></b> conforms to the particulars in the information folder and which meets the technical requirements laid down in the relevant separate <b>acts</b> listed in Annex I.	2. <b><u>An EU type-approval for a component or separate technical unit</u></b> shall be granted in respect of a component or separate technical unit <b><u>that</u></b> conforms to the particulars in the information folder and which meets the technical requirements laid down in the relevant separate <b>acts</b> listed in Annex I.	2. <b><u>An EU type-approval for a component or separate technical unit</u></b> shall be granted in respect of a component or separate technical unit <b><u>that</u></b> conforms to the particulars in the information folder and which meets the technical requirements laid down in the relevant separate <b>acts</b> listed in Annex I.
3. Where components or separate technical units, whether or not intended for repair, servicing or maintenance, are also covered by a system type-approval with respect to a vehicle, no additional component or separate technical unit approval shall be required unless provided for under the relevant <b>act</b> listed in Annex I.	3. Where components or separate technical units, whether or not intended for repair, servicing or maintenance, are also covered by a system type-approval with respect to a vehicle, no additional component or separate technical unit approval shall be required unless provided for under the relevant <b>acts</b> listed in Annex I.	3. Where components or separate technical units, whether or not intended for repair, servicing or maintenance, are also covered by a system type-approval with respect to a vehicle, no additional component or separate technical unit approval shall be required unless provided for under the relevant <b>acts</b> listed in Annex I.	3. Where components or separate technical units, whether or not intended for repair, servicing or maintenance, are also covered by a system type-approval with respect to a vehicle, no additional component or separate technical unit approval shall be required unless provided for under the relevant <b>acts</b> listed in Annex I.
4. Where a component or separate technical unit fulfils its function or offers a specific feature only in conjunction			

<p>with other parts of the vehicle, thereby making it possible to verify compliance with the requirements only when the component or separate technical unit is operating in conjunction with those other vehicle parts, the scope of the EU type-approval of the component or the separate technical unit shall be restricted accordingly.</p>			
<p>In such cases, the EU type-approval certificate shall specify any restriction on <i>its</i> use and shall indicate the special conditions for its mounting.</p>	<p>In such cases, the EU type-approval certificate shall specify any restriction on <i>the use of the component or separate technical unit</i> and shall indicate the special conditions for its mounting.</p>	<p>In such cases, the EU type-approval certificate shall specify any restriction on <b><u>the use of the component or separate technical unit</u></b> and shall indicate the special conditions for its mounting.</p>	<p>In such cases, the EU type-approval certificate shall specify any restriction on <b><u>the use of the component or separate technical unit</u></b> and shall indicate the special conditions for its mounting.</p>
<p><b><u>When</u></b> such a component or separate technical unit is fitted by the vehicle manufacturer, compliance with any applicable restrictions on use or conditions for mounting shall be verified at the time when the vehicle is approved.</p>	<p><b><u>Where</u></b> such a component or separate technical unit is fitted by the vehicle manufacturer, compliance with any applicable restrictions on use or conditions for mounting shall be verified at the time when the vehicle is approved.</p>	<p><b><u>Where</u></b> such a component or separate technical unit is fitted by the vehicle manufacturer, compliance with any applicable restrictions on use or conditions for mounting shall be verified at the time when the vehicle is approved.</p>	<p><b><u>Where</u></b> such a component or separate technical unit is fitted by the vehicle manufacturer, compliance with any applicable restrictions on use or conditions for mounting shall be verified at the time when the vehicle is approved.</p>
<p>Article 18 Tests required for EU type-approval</p>			
<p>1. Compliance with the technical prescriptions laid down in this Regulation and in the acts listed in Annex I shall be demonstrated by means of appropriate tests performed by designated technical services.</p>			
<p>The test procedures and the specific</p>	<p>The test procedures <i>referred to in the</i></p>	<p>The test procedures <b><u>referred to in the</u></b></p>	<p><b><u>The test procedures referred to in the</u></b></p>

<p>equipment and tools prescribed to perform those tests <u>are described</u> in those acts.</p>	<p><i>first subparagraph</i> and the specific equipment and tools prescribed to perform those tests <i>shall be those laid down in the relevant acts listed in Annex I.</i></p>	<p><u>first subparagraph</u> and the specific equipment and tools prescribed to perform those tests <u>shall be those laid down in the relevant acts listed in Annex I.</u></p>	<p><i>first subparagraph</i> and the specific equipment and tools prescribed to perform those tests <i>shall be those laid down in the relevant acts listed in Annex I.</i></p>
	<p><i>The Commission shall adopt an implementing act in order to lay down the general requirements for the test report. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 55(2).</i></p>	<p><u>The format of the test report shall comply with the general requirements as laid down by the Commission for the first time no later than 1 January 2013 in an implementing act. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 55(2).</u></p>	<p><b>YELLOW</b></p>
<p>2. The manufacturer shall make available to the approval authority as many vehicles, components or separate technical units as are required under the relevant acts for the performance of the required tests.</p>	<p>2. The manufacturer shall make available to the approval authority as many vehicles, components or separate technical units as are required under the relevant acts <i>listed in Annex I</i> for the performance of the required tests.</p>	<p>2. The manufacturer shall make available to the approval authority as many vehicles, components or separate technical units as are required under the relevant acts <u>listed in Annex I</u> for the performance of the required tests.</p>	<p>2. The manufacturer shall make available to the approval authority as many vehicles, components or separate technical units as are required under the relevant acts <i>listed in Annex I</i> for the performance of the required tests.</p>
<p>3. The required tests shall be performed on vehicles, components and separate technical units which are representative of the type to be approved.</p>			
<p>However, the manufacturer may select, in agreement with the approval authority, a vehicle, a system, a component or a separate technical unit which, while not</p>			



<p>representative of the type to be approved, combines a number of the most unfavourable features with regard to the required level of performance. Virtual testing methods may be used to aid decision-making during the selection process.</p>			
<p>4. <u>Virtual</u> testing methods may be used as alternatives to the test procedures referred to in paragraph 1 <u>and subject to the agreement of the approval authority</u>, at the request of the manufacturer with respect to those requirements <u>listed</u> in the delegated acts <u>adopted under this regulation</u>.</p>	<p>4. <i>Subject to the agreement of the approval authority, virtual</i> testing methods may be used as alternatives to the test procedures referred to in paragraph 1 at the request of the manufacturer with respect to those requirements <i>established</i> in the delegated acts <i>referred to in paragraph 6</i>.</p>	<p>4. <u>Subject to the agreement of the approval authority, virtual</u> testing methods may be used as alternatives to the test procedures referred to in paragraph 1 at the request of the manufacturer with respect to those requirements <u>established</u> in the delegated acts <u>referred to in paragraph 6</u>.</p>	<p>4. <u>Subject to the agreement of the approval authority, virtual</u> testing methods may be used as alternatives to the test procedures referred to in paragraph 1 at the request of the manufacturer with respect to those requirements <u>established</u> in the delegated acts <u>referred to in paragraph 6</u>.</p>
<p>5. Virtual testing methods shall fulfil the conditions set out in the delegated acts <u>adopted under this regulation</u>.</p>	<p>5. Virtual testing methods shall fulfil the conditions set out in the delegated acts <i>referred to in paragraph 6</i>.</p>	<p>5. Virtual testing methods shall fulfil the conditions set out in the delegated acts <u>referred to in paragraph 6</u>.</p>	<p>5. Virtual testing methods shall fulfil the conditions set out in the delegated acts <u>referred to in paragraph 6</u>.</p>
<p>6. <u>The</u> Commission shall be <u>delegated powers</u> to adopt in accordance with Article 57 <u>a delegated act specifying which</u> requirements can be subject to virtual testing and <u>laying down</u> the conditions under which <u>such</u> virtual testing <u>must</u> be performed <u>in order to ensure that the results obtained through virtual testing are as meaningful as those obtained through physical testing</u>.</p>	<p>6. <i>In order to ensure that the results obtained through virtual testing are as meaningful as those obtained through physical testing, the</i> Commission shall be <i>empowered</i> to adopt <i>delegated acts</i> in accordance with Article 57 <i>concerning the</i> requirements <i>which</i> can be subject to virtual testing and the conditions under which such virtual testing <i>shall</i> be performed.</p>	<p>6. <u>In order to ensure that the results obtained through virtual testing are as meaningful as those obtained through physical testing, the</u> Commission shall be <u>empowered</u> to adopt <u>delegated acts</u> in accordance with Article 57 <u>concerning the</u> requirements <u>which</u> can be subject to virtual testing and the conditions under which <u>the</u> virtual testing <u>shall</u> be performed.</p>	<p>6. <u>In order to ensure that the results obtained through virtual testing are as meaningful as those obtained through physical testing, the</u> Commission shall be <u>empowered</u> to adopt <u>delegated acts</u> in accordance with Article 57 <u>concerning the</u> requirements <u>which</u> can be subject to virtual testing and the conditions under which <u>the</u> virtual testing <u>shall</u> be performed.</p>
	<p>-1. <i>When adopting those delegated acts, the Commission shall take as a basis the</i></p>		<p><b>YELLOW</b></p>

	<i>requirements and procedures provided for in Annex XVI to Directive 2007/47/EC, as appropriate.</i>		CEU to check if acceptable  <i>Directive 2007/46/EC,</i>
Article 19 Conformity of production arrangements			
1. <b>The</b> approval authority which grants an EU type-approval shall take the necessary measures to verify, if <b>need be</b> in cooperation with the approval authorities of the other Member States, that adequate arrangements have been made to ensure that <b>production</b> vehicles, systems, components or separate technical units, <b>as the case may be</b> , conform to the approved type.	1. <b>An</b> approval authority which grants an EU type-approval shall take the necessary measures to verify, if <b>necessary</b> in cooperation with the approval authorities of the other Member States, that adequate arrangements have been made to ensure that <b>the</b> vehicles, systems, components or separate technical units <b>in production</b> , as the case may be, conform to the approved type.	1. <b>An</b> approval authority which grants an EU type-approval shall take the necessary measures to verify, if <b>necessary</b> in cooperation with the approval authorities of the other Member States, that adequate arrangements have been made to ensure that <b>the</b> vehicles, systems, components or separate technical units <b>in production</b> conform to the approved type.	1. <b>An</b> approval authority which grants an EU type-approval shall take the necessary measures to verify, if <b>necessary</b> in cooperation with the approval authorities of the other Member States, that adequate arrangements have been made to ensure that <b>the</b> vehicles, systems, components or separate technical units <b>in production</b> conform to the approved type.
	<i>1a. An approval authority which grants a whole-vehicle type-approval shall take the necessary measures to verify that certificates of conformity issued by the manufacturer conform to Article 24. To that end, the approval authority shall verify that a sufficient number of samples of certificates of conformity conform to Article 24 and that the manufacturer has made adequate arrangements to ensure that the data in the certificates of conformity are correct.</i>	<b>1a. An approval authority which grants a whole-vehicle type-approval shall take the necessary measures to verify that certificates of conformity issued by the manufacturer conform to Article 24. To that end, the approval authority shall verify that a sufficient number of samples of certificates of conformity conform to Article 24 and that the manufacturer has made adequate arrangements to ensure that the data in the certificates of conformity are correct.</b>	<b>1a. An approval authority which grants a whole-vehicle type-approval shall take the necessary measures to verify that certificates of conformity issued by the manufacturer conform to Article 24. To that end, the approval authority shall verify that a sufficient number of samples of certificates of conformity conform to Article 24 and that the manufacturer has made adequate arrangements to ensure that the data in the certificates of conformity are correct.</b>
2. <b>The</b> approval authority which has granted an EU type-approval shall take the necessary measures in relation to that	2. <b>An</b> approval authority which has granted an EU type-approval shall take the necessary measures in relation to that	2. <b>An</b> approval authority which has granted an EU type-approval shall take the necessary measures in relation to that	2. <b>An</b> approval authority which has granted an EU type-approval shall take the necessary measures in relation to that

<p>approval to verify, if <b><i>need be</i></b> in cooperation with the approval authorities of the other Member States, that the arrangements referred to in <b><i>paragraph 1</i></b> continue to be adequate <b><i>and</i></b> that production vehicles, systems, components or separate technical units, as the case may be, continue to conform to the approved type.</p>	<p>approval to verify, if <b><i>necessary</i></b> in cooperation with the approval authorities of the other Member States, that the arrangements referred to in <b><i>paragraphs 1 and 1a</i></b> continue to be adequate and that vehicles, systems, components or separate technical units <b><i>in production</i></b>, as the case may be, continue to conform to the approved type.</p>	<p>approval to verify, if <b><i>needed</i></b> in cooperation with the approval authorities of the other Member States, that the arrangements referred to in <b><i>paragraphs 1 and 1a</i></b> continue to be adequate <b><i>so</i></b> that production vehicles, systems, components or separate technical units, as the case may be, continue to conform to the approved type <b><i>and that certificates of conformity continue to comply with Article 24.</i></b></p>	<p>approval to verify, if <b><i>needed</i></b> in cooperation with the approval authorities of the other Member States, that the arrangements referred to in <b><i>paragraphs 1 and 1a</i></b> continue to be adequate <b><i>so</i></b> that production vehicles, systems, components or separate technical units, as the case may be, continue to conform to the approved type <b><i>and that certificates of conformity continue to comply with Article 24.</i></b></p>
<p><b><i>Verification to ensure that vehicles, systems, components</i></b> or separate technical <b><i>units conform</i></b> to the approved type <b><i>shall be limited to the procedures set out in the implementing acts to this regulation. To that end,</i></b> the approval authority <b><i>of the Member State</i></b> which has granted the EU type-approval may carry out any of the checks or tests <b><i>prescribed with regard to the regulatory requirement which is</i></b> subject of the EU type approval on samples taken <b><i>in</i></b> the premises of the manufacturer, including production facilities.</p>	<p><b><i>In order to verify that a vehicle, system, component</i></b> or separate technical <b><i>unit conforms</i></b> to the approved type, the approval authority which has granted the EU type-approval may carry out any of the checks or tests <b><i>necessary to ensure compliance with the requirements that are the</i></b> subject of the EU <b><i>type-approval,</i></b> on samples taken <b><i>at</i></b> the premises of the manufacturer, including production facilities.</p>	<p><b><i>2a. In order to verify that a vehicle, system, component</i></b> or separate technical <b><i>unit conforms</i></b> to the approved type, the approval authority which has granted the EU type-approval may carry out any of the checks or tests <b><i>required for the requirements that are the</i></b> subject of the EU type-approval, on samples taken <b><i>at</i></b> the premises of the manufacturer, including production facilities.</p>	<p><b><i>2a. In order to verify that a vehicle, system, component</i></b> or separate technical <b><i>unit conforms</i></b> to the approved type, the approval authority which has granted the EU type-approval may carry out any of the checks or tests <b><i>required for the requirements that are the</i></b> subject of the EU type-approval, on samples taken <b><i>at</i></b> the premises of the manufacturer, including production facilities.</p>
<p>3. When an approval authority which has granted an EU type-approval establishes that the arrangements referred to in <b><i>paragraph 1</i></b> are not being applied, deviate significantly from the arrangements and control plans agreed, have ceased to be applied or are no longer considered to be adequate,</p>	<p>3. When an approval authority which has granted an EU type-approval establishes that the arrangements referred to in <b><i>paragraphs 1 and 1a</i></b> are not being applied, deviate significantly from the arrangements and control plans agreed, have ceased to be applied or are no longer considered to be adequate, <b><i>even</i></b></p>	<p>3. When an approval authority which has granted an EU type-approval establishes that the arrangements referred to in <b><i>paragraphs 1 and 1a</i></b> are not being applied, deviate significantly from the arrangements and control plans agreed, have ceased to be applied or are no longer considered to be adequate, <b><i>even</i></b></p>	<p>3. When an approval authority which has granted an EU type-approval establishes that the arrangements referred to in <b><i>paragraphs 1 and 1a</i></b> are not being applied, deviate significantly from the arrangements and control plans agreed, have ceased to be applied or are no longer considered to be adequate, <b><i>even</i></b></p>

<p><i>although</i> production <i>continues, that approval authority</i> shall take the necessary measures to ensure that the conformity of production <i>procedure</i> is followed correctly or withdraw the type-approval.</p>	<p><i>though</i> production <i>is continued, it</i> shall take the necessary measures to ensure that the <i>procedure for</i> conformity of production is followed correctly or <i>it shall</i> withdraw the type-approval.</p>	<p><i>though</i> production <b>is continued, it</b> shall take the necessary measures to ensure that the <b>procedure for</b> conformity of production is followed correctly or <b>shall</b> withdraw the type-approval.</p>	<p><i>though</i> production <i>is continued, it</i> shall take the necessary measures to ensure that the <i>procedure for</i> conformity of production is followed correctly or <i>it shall</i> withdraw the type-approval.</p>
	<p><i>3a. The Commission shall lay down, by means of delegated acts in accordance with Article 57, the detailed arrangements with regard to conformity of production and the verification procedures related thereto. When adopting those delegated acts, the Commission shall take as a basis the arrangements and procedures provided for in Directive 2003/37/EC.</i></p>	<p><b><u>3a. The Commission shall adopt for the first time no later than 1 January 2013 adopt the detailed arrangements with regard to conformity of production by means of implementing acts. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 55(2).</u></b></p>	<p><b>YELLOW</b> Entry into force + implementing acts</p>
<p>CHAPTER VI AMENDMENTS TO EU TYPE-APPROVALS</p>			
<p>Article 20 General provisions</p>			
<p>1. The manufacturer shall inform without delay the approval authority that granted the EU type-approval of any change in the particulars recorded in the information package.</p>			
<p>That approval authority shall decide, <b><u>in accordance with the rules</u></b> laid down in <b><u>this Chapter</u></b>, which procedure is to be</p>	<p>That approval authority shall decide <b><i>which of the procedures</i></b> laid down in <b><i>Article 21</i></b> is to be followed.</p>	<p>That approval authority shall decide which <b><u>of the procedures</u></b> laid down in <b><u>Article 21</u></b> is to be followed.</p>	<p>That approval authority shall decide <b><i>which of the procedures</i></b> laid down in <b><i>Article 21</i></b> is to be followed.</p>

followed.			
Where necessary <i>it</i> may decide, <i>in consultation with</i> the manufacturer, that a new EU type-approval <i>or a new individual approval</i> is to be granted.	Where necessary, <i>the approval authority</i> may decide, <i>after consulting</i> the manufacturer, that a new EU type-approval is to be granted.	Where necessary, <b>the approval authority</b> may decide, <b>after consulting</b> the manufacturer, that a new EU type-approval is to be granted.	Where necessary, <b>the approval authority</b> may decide, <b>after consulting</b> the manufacturer, that a new EU type-approval is to be granted.
2. An application for the amendment of an EU type-approval shall be submitted exclusively to the approval authority that granted the original EU type-approval.			
3. If the approval authority finds that, for the purposes of making an amendment, <b>the repetition of</b> inspections or tests <b>is necessary</b> , it shall inform the manufacturer accordingly.		3. If the approval authority finds that, for the purposes of making an amendment, inspections or tests <b>need to be repeated</b> , it shall inform the manufacturer accordingly.	3. If the approval authority finds that, for the purposes of making an amendment, inspections or tests <b>need to be repeated</b> , it shall inform the manufacturer accordingly.
The procedures referred to in Article 19 shall apply only if on the basis of those inspections or tests the approval authority <b>concluded</b> that the requirements for EU type-approval continue to be fulfilled.		The procedures referred to in Article 19 shall apply only if on the basis of those inspections or tests the approval authority <b>concludes</b> that the requirements for EU type-approval continue to be fulfilled.	The procedures referred to in Article 19 shall apply only if on the basis of those inspections or tests the approval authority <b>concludes</b> that the requirements for EU type-approval continue to be fulfilled.
Article 21 <i>Specific provisions concerning vehicles, systems, components or separate technical units</i>	Article 21 <i>Revision and extension of EU type-approvals</i>	<i>Article 21</i> <b><i>Revisions and extensions of EU type-approvals</i></b>	<b>Article 21</b> <b><i>Revision and extension of EU type-approvals</i></b>
1. If particulars recorded in the information package have changed, without requiring <b>the repetition of</b> inspections or tests, the amendment shall be designated a "revision".		1. If particulars recorded in the information package have changed, without requiring inspections or tests <b>to be repeated</b> , the amendment shall be designated a "revision".	1. If particulars recorded in the information package have changed, without requiring inspections or tests <b>to be repeated</b> , the amendment shall be designated a "revision".

			aligned with L
In such cases, the approval authority shall issue the revised page of the information package as necessary, marking each revised pages to show clearly the nature of the change and the date of re-issue. A consolidated, updated version of the information package, accompanied by a detailed description of the changes, shall be deemed to meet this requirement.			
2. The amendment shall be designated an "extension" <b>if, in addition to the provisions of paragraph 1</b> , any of the following occurs:		2. The amendment shall be designated an 'extension', <b>when particulars recorded in the information package have changed and</b> any of the following occurs:	2. The amendment shall be designated an 'extension', <b>when particulars recorded in the information package have changed and</b> any of the following occurs:
(a) further inspections or tests are required;			
(b) any information on the EU type-approval certificate, with the exception of its attachments, has changed;			
(c) new requirements under any <b>of the acts</b> applicable to the approved vehicle type or to the approved system, component or separate technical unit <b>enter into force</b> .	(c) new requirements under any <b>act listed in Annex I</b> applicable to the approved vehicle type or to the approved system, component or separate technical unit <b>become applicable</b> .	(c) new requirements under any <b>act listed in Annex I</b> applicable to the approved vehicle type or to the approved system, component or separate technical unit <b>become applicable</b> .	(c) new requirements under any <b>act listed in Annex I</b> applicable to the approved vehicle type or to the approved system, component or separate technical unit <b>become applicable</b> .
	<i>2a. No amendment to the approval of a type of vehicle shall be required if the new requirements referred to in point</i>		<b>deleted</b>

	<i>(c) of paragraph 2 are, from a technical point of view, irrelevant to that type of vehicle or concern categories of vehicle other than the category to which it belongs.</i>		See 3a (CEU text)
In <b>such</b> cases, the approval authority shall issue a revised EU type-approval certificate denoted by an extension number, incremented in accordance with the number of successive extensions already granted. The approval certificate shall <b>show</b> clearly the reason for the extension and the date of re-issue.		In <b>the</b> cases <b>of an extension</b> , the approval authority shall issue a revised EU type-approval certificate denoted by an extension number, incremented in accordance with the number of successive extensions already granted. The approval certificate shall clearly <b>show</b> the reason for the extension and the date of re-issue.	In <b>the cases of an extension</b> , the approval authority shall issue a revised EU type-approval certificate denoted by an extension number, incremented in accordance with the number of successive extensions already granted. The approval certificate shall clearly <b>show</b> the reason for the extension and the date of re-issue.
Whenever amended pages or a consolidated, updated version are issued, the index to the information package attached to the approval certificate shall be amended accordingly to show the date of the most recent extension or revision, or the date of the most recent consolidation of the updated version.		<b>3.</b> Whenever amended pages or a consolidated, updated version are issued, the index to the information package attached to the approval certificate shall be amended accordingly to show the date of the most recent extension or revision, or the date of the most recent consolidation of the updated version.	<b>3.</b> Whenever amended pages or a consolidated, updated version are issued, the index to the information package attached to the approval certificate shall be amended accordingly to show the date of the most recent extension or revision, or the date of the most recent consolidation of the updated version.
		<b><u>3a. No amendment to the approval of a type of vehicle shall be required if the new requirements referred to in paragraph 2(c) are, from a technical point of view, irrelevant to that type of vehicle or concern categories of vehicle other than the category to which it belongs.</u></b>	<b><u>3a. No amendment to the approval of a type of vehicle shall be required if the new requirements referred to in paragraph 2(c) are, from a technical point of view, irrelevant to that type of vehicle or concern categories of vehicle other than the category to which it belongs.</u></b>
Article 22			

Issue and notification of amendments			
1. In the case of an extension all relevant sections of the EU type-approval certificate, the attachments thereto, and the index to the information package shall be updated. The updated certificate and its attachments shall be issued to the applicant without delay.		1. In the case of an extension all relevant sections of the EU type-approval certificate, the attachments thereto, and the index to the information package shall be updated. The updated certificate and its attachments shall be issued to the applicant without <b>unjustified</b> delay.	<b>YELLOW</b> Align with 16.3(c)
2. In the case of a revision, the revised documents or the consolidated, updated version, as appropriate, including the revised index to the information package, shall be issued by the approval authority to the applicant without delay.		2. In the case of a revision, the revised documents or the consolidated, updated version, as appropriate, including the revised index to the information package, shall be issued by the approval authority to the applicant without <b>unjustified</b> delay.	<b>YELLOW</b> Align with 16.3(c)
3. The approval authority shall notify any amendment made to EU type-approvals to the approval authorities of the other Member States in accordance with the procedures set out in Article 15.			
CHAPTER VII VALIDITY OF EU TYPE-APPROVAL			
Article 23 Termination of validity			
1. EU type-approvals shall be issued for an unlimited duration.			
2. An EU type-approval of a vehicle shall cease to be valid in any of the			



following cases:			
(a) new requirements in any act applicable to the approved vehicle type become mandatory for the registration, <u>sale</u> or entry into service of <u>new</u> vehicles, and it is not possible to update the type-approval accordingly;	(a) new requirements in any act <i>listed in Annex I</i> applicable to the approved vehicle type become mandatory for the <i>placing on the market</i> , registration, or entry into service of new vehicles, and it is not possible to update the type-approval accordingly;	(a) new requirements in any act applicable to the approved vehicle type become mandatory for the <u>making available on the market</u> , registration, or entry into service of vehicles, and it is not possible to update the type-approval accordingly;	<b>YELLOW</b>
(b) production of the approved vehicle is definitively discontinued voluntarily;			
(c) the validity of the <u>type</u> -approval expires by virtue of a special restriction in accordance with Article 26;		(c) the validity of the approval expires by virtue of a special restriction in accordance with Article 26;	<b>YELLOW</b> OK in principle, references to be checked
	<i>(ca) the approval has been withdrawn in accordance with Article 19(3) or Article 37(1).</i>	<b><u>(ca) the approval has been withdrawn according to Articles 19(3) or 37(1).</u></b>	<b><u>(ca) the approval has been withdrawn in accordance with Article 19(3) or Article 37(1).</u></b>
3. Where only one variant within a type or one version within a variant becomes invalid, the EU type-approval of the vehicle in question shall lose validity only in so far as the particular variant or version is concerned.			
4. When production of a particular type of vehicle is definitively discontinued, the manufacturer shall notify the approval authority that granted the EU type-approval for that vehicle.			

<p>Upon receiving <u>such</u> notification, <u>that</u> authority shall inform the approval authorities of the other Member States accordingly within <u>20 working days</u>.</p>		<p>Upon receiving <u>the</u> notification <u>referred to in the first subparagraph, the approval authority which granted the EU type-approval for the vehicle</u> shall inform the approval authorities of the other Member States accordingly within <u>one month</u>.</p>	<p>Upon receiving <u>the</u> notification <u>referred to in the first subparagraph, the approval authority which granted the EU type-approval for the vehicle</u> shall inform the approval authorities of the other Member States accordingly within <u>one month</u>.</p>
<p>Without prejudice to paragraph 4, in cases where an EU type-approval of a vehicle is due to become invalid, the manufacturer shall notify the approval authority that granted the EU type-approval.</p>			
<p>The approval authority shall without delay communicate all relevant information to the approval authorities of the other Member States so as to enable the application, where appropriate, of Article 34.</p>		<p>The approval authority <u>that granted the EU type-approval</u> shall without <u>unjustified</u> delay communicate all relevant information to the approval authorities of the other Member States so as to enable the application, where appropriate, of Article 34.</p>	<p><b>YELLOW</b> Align "unjustified" with 16.3(c) Ok for the rest</p>
<p><u>That</u> communication shall specify, in particular, the date of production and the vehicle identification number of the last vehicle produced.</p>		<p><u>The</u> communication <u>referred to in the second subparagraph</u> shall specify, in particular, the date of production and the vehicle identification number of the last vehicle produced.</p>	<p><b>YELLOW</b> OK in principle, references to be checked</p>
<p>CHAPTER VIII CERTIFICATE OF CONFORMITY AND MARKINGS</p>			
<p>Article 24</p>			

Certificate of conformity			
1. The manufacturer, in <b>his</b> capacity of the holder <b>of</b> a <b>whole</b> vehicle type-approval, shall deliver a certificate of conformity as a paper document to accompany each vehicle, whether complete, incomplete or completed, which is manufactured in conformity with the approved vehicle type.		1. The manufacturer, in <b>its</b> capacity <b>as</b> the holder of a vehicle type-approval, shall deliver a certificate of conformity as a paper document to accompany each vehicle, whether complete, incomplete or completed, which is manufactured in conformity with the approved vehicle type.	1. The manufacturer, in <b>its</b> capacity <b>as</b> the holder of a vehicle type-approval, shall deliver a certificate of conformity as a paper document to accompany each vehicle, whether complete, incomplete or completed, which is manufactured in conformity with the approved vehicle type.
Such certificate shall be delivered free of charge to the buyer together with the vehicle, <b>its</b> delivery may not be made dependent on an explicit request or the submission of additional information to the manufacturer.		Such <b>a</b> certificate shall be delivered free of charge to the buyer together with the vehicle, <b>Its</b> delivery may not be made dependent on an explicit request or the submission of additional information to the manufacturer.	Such <b>a</b> certificate shall be delivered free of charge to the buyer together with the vehicle, <b>Its</b> delivery may not be made dependent on an explicit request or the submission of additional information to the manufacturer.
		<b><u>Upon request of the owner of the vehicle, the vehicle manufacturer shall, during a period of 10 years after the production date of the vehicle, issue a duplicate of the certificate of conformity to the vehicle owner, against payment of a reasonable fee.</u></b>	<b>YELLOW</b> OK in principle, except last sentence EP proposal: <b><u>against payment of a reasonable fee not exceeding the cost of production of such duplicate</u></b>
2. The manufacturer shall use the <b><u>template of the certificate of conformity given in implementing measures in accordance with Article 54.</u></b>	2. The manufacturer shall use <b>for</b> the certificate of conformity <b><i>the template laid down by the Commission by means of an implementing act. That implementing act shall be adopted</i></b> in	2. The manufacturer shall use the template <b>for</b> the certificate of conformity <b><u>adopted by the Commission for the first time no later than 1 January 2013 by means of an implementing act. That</u></b>	<b>YELLOW</b> entry into force

	accordance with <i>the examination procedure referred to in</i> Article 55(2).	<b><u>implementing act shall be adopted in accordance with the examination procedure referred to in Article 55(2). The certificate of conformity shall be designed to prevent forgery. To that end, the implementing act shall provide that the paper used in the certificate shall be protected by several security printing features and that the certificate, if consisting of more than one sheet of paper, shall be protected against unauthorised change of sheets.</u></b>	EP to propose new wording
3. Unless a different agreement has been concluded with the buyer of the vehicle, the certificate of conformity shall be drawn up in <i>an</i> official <i>language</i> of the <i>Member State where the vehicle is purchased</i> .	3. Unless a different agreement has been concluded with the buyer of the vehicle, the certificate of conformity shall be drawn up in <i>one of the</i> official <i>languages</i> of the <i>Union, at the choice of the manufacturer</i> .		3. Unless a different agreement has been concluded with the buyer of the vehicle, the certificate of conformity shall be drawn up in <i>one of the</i> official <i>languages</i> of the <i>Union, at the choice of the manufacturer</i> .
<b><u>4. The certificate of conformity shall be designed to prevent forgery. To that end, the paper used shall be protected either by coloured graphics or by a watermark in the form of the manufacturer's identification mark.</u></b>	4. The certificate of conformity shall be designed to prevent forgery. To that end, the paper used shall be protected by <i>adequate means such as</i> coloured graphics or a watermark in the form of the manufacturer's identification mark.	<b><u>deleted</u></b> <i>(moved to paragraph 2)</i>	<b><u>deleted</u></b> moved to paragraph 2
		<b><u>4a. The person(s) authorised to sign certificates of conformity shall be in the manufacturer's organisation and shall be duly authorised by the management to fully engage the legal responsibility of the manufacturer with respect to the design and the construction or to the conformity of</u></b>	<b><u>4a. The person(s) authorised to sign certificates of conformity shall be in the manufacturer's organisation and shall be duly authorised by the management to fully engage the legal responsibility of the manufacturer with respect to the design and the construction or to the conformity of</u></b>

		<u>the production of the vehicle.</u>	<u>the production of the vehicle.</u>
5. The certificate of conformity shall be completed in its entirety <u>and</u> shall <u>not</u> contain restrictions as regards the use of the vehicle <u>other than those provided for in a regulatory act.</u>	5. The certificate of conformity shall be completed in its entirety. <i>It</i> shall not contain restrictions as regards the use of the vehicle other than those <i>laid down by the Commission by means of implementing acts. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 55(2).</i>	5. The certificate of conformity shall be completed in its entirety. <b>It</b> shall <b>only</b> contain restrictions as regards the use of the vehicle <b>laid down by the Commission for the first time no later than 1 January 2013 by means of implementing acts. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 55(2).</b>	<b>YELLOW</b>  entry into force
6. In the case of an incomplete or completed vehicle, the manufacturer shall <u>complete</u> only those items <u>on side 2</u> of the certificate of conformity which have been added or changed at the current stage of approval and, if applicable, shall attach to the certificate all certificates of conformity delivered at the previous <u>stage</u> .	6. In the case of an incomplete or completed vehicle, the manufacturer shall <i>fill in</i> only those items of the certificate of conformity which have been added or changed at the current stage of approval and, if applicable, shall attach to the certificate all certificates of conformity delivered at the previous <i>stages</i> .	6. In the case of an incomplete or completed vehicle, the manufacturer shall <b>fill-in</b> only those items of the certificate of conformity which have been added or changed at the current stage of approval and, if applicable, shall attach to the certificate all certificates of conformity delivered at the previous <b>stages</b> .	6. In the case of an incomplete or completed vehicle, the manufacturer shall <b>fill-in</b> only those items of the certificate of conformity which have been added or changed at the current stage of approval and, if applicable, shall attach to the certificate all certificates of conformity delivered at the previous <b>stages</b> .
7. The certificate of conformity <u>as set out in the implementing act to this Regulation</u> for vehicles approved in accordance with <u>paragraph 2 of Article 26 shall</u> display in <u>the title thereof</u> the phrase "For complete/completed vehicles, type-approved in application of Article 26 of Regulation [...][this Regulation](provisional approval)."		7. The certificate of conformity <b>shall</b> , for vehicles approved in accordance with Article 26 <b>(4)</b> , display in <b>its</b> title the phrase 'For complete/completed vehicles, type-approved in application of Article 26 of Regulation <b>(EU) No .../...</b> [this Regulation](provisional approval).'	7. The certificate of conformity <b>shall</b> , for vehicles approved in accordance with Article 26 <b>(4)</b> , display in <b>its</b> title the phrase 'For complete/completed vehicles, type-approved in application of Article 26 of Regulation <b>(EU) No .../...</b> [this Regulation](provisional approval).'
<b>8. The certificate of conformity as set out in the implementing act shall, for</b>		<b>deleted</b>	<b>deleted</b>

<p><u>vehicles type-approved in accordance with Article 28, display in the title thereof the phrase "For complete/completed vehicles type-approved in small series", and in close proximity thereto the year of production followed by a sequential number, between 1 and the limit indicated in the table set out in Part 1 of Annex II, denoting, in respect of each year of production, the position of that vehicle within the production allocated for that year.</u></p>			
<p>9. Without prejudice to paragraph 1, the manufacturer may transmit <i>data or information contained in</i> the certificate of conformity by electronic means to the registration authority of the Member State.</p>	<p>9. Without prejudice to paragraph 1, the manufacturer may transmit the certificate of conformity by electronic means to the registration authority of the Member State.</p>	<p>9. Without prejudice to paragraph 1, the manufacturer may transmit the certificate of conformity by electronic means to the registration authority of the Member State.</p>	<p>9. Without prejudice to paragraph 1, the manufacturer may transmit the certificate of conformity by electronic means to the registration authority of the Member State.</p>
<p>10. A duplicate of the certificate of conformity <i>may</i> be issued only by the manufacturer. The word "duplicate" <i>must</i> be clearly visible on the face of any duplicate certificate.</p>	<p>10. A duplicate of the certificate of conformity <i>shall</i> be issued only by the manufacturer. The word 'duplicate' <i>shall</i> be clearly visible on the face of any duplicate certificate.</p>	<p>10. A duplicate of the certificate of conformity <i>shall</i> be issued only by the manufacturer. The word "duplicate" <i>shall</i> be clearly visible on the face of any duplicate certificate.</p>	<p><b>YELLOW</b> OK in principle proposal to move it with §1</p>
<p>Article 25 Type-approval mark</p>	<p>Article 25 <i>Statutory plate with the appropriate marking of vehicles and type-approval mark of components or separate technical units</i></p>	<p>Article 25 <u>Statutory plate with the appropriate marking of vehicles and type-approval mark of components or separate technical units</u></p>	<p>Article 25 <u>Statutory plate with the appropriate marking of vehicles and type-approval mark of components or separate technical units</u></p>

	<i>-1. The manufacturer of a vehicle shall affix to each vehicle manufactured in conformity with the approved type a statutory plate with the appropriate marking required by the relevant delegated or implementing act adopted pursuant to this Regulation.</i>	<b><u>-1. The manufacturer of a vehicle shall affix to each vehicle manufactured in conformity with the approved type a statutory plate with the appropriate marking required by the relevant implementing act pursuant to this Regulation.</u></b>	<b>YELLOW</b> COM to propose new wording
1. The manufacturer of a component or separate technical unit, whether or not it is part of a system, shall affix to each component or unit manufactured in conformity with the approved type the type-approval mark, required by the relevant <i>delegated</i> act <i>under</i> this Regulation or the relevant UNECE Regulation or <i>OECD-Code</i> .	1. The manufacturer of a component or separate technical unit, whether or not it is part of a system, shall affix to each component or <i>separate technical</i> unit manufactured in conformity with the approved type the type-approval mark required by the relevant delegated <i>or implementing act adopted pursuant to</i> this Regulation or the relevant UNECE regulation or <i>OECD code</i> .	1. The manufacturer of a component or separate technical unit, whether or not it is part of a system, shall affix to each component or <b><u>separate technical</u></b> unit manufactured in conformity with the approved type the type-approval mark required by the relevant <b><u>implementing act adopted pursuant to</u></b> this Regulation or the relevant UNECE regulation or <b><u>OECD Code</u></b> .	<b>YELLOW</b> COM to propose new wording
2. Where no such type-approval mark is required, the manufacturer shall affix at least the trade name or trade mark of the manufacturer, <b><u>and</u></b> the type number <b><u>and</u></b> an identification number.		2. Where no such type-approval mark is required, the manufacturer shall affix at least the trade name or trade mark of the manufacturer, the type number <b><u>or</u></b> an identification number.	
3. The EU type-approval mark shall be <b><u>drawn</u></b> in accordance with the model set out <b><u>in implementing legislation to this Regulation</u></b> .	3. The EU type-approval mark shall be in accordance with the model set out <b><i>by the Commission by means of</i></b> implementing acts. <b><i>Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 55(2).</i></b>	3. The <b><u>statutory plate and</u></b> EU type-approval mark shall be in accordance with the model set out <b><u>by the Commission for the first time no later than 1 January 2013 by means of implementing acts. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 55(2).</u></b>	<b>YELLOW</b> entry into force

<p>CHAPTER IX EXEMPTIONS <u>AND</u> NEW TECHNOLOGIES OR CONCEPTS <u>INCOMPATIBILITY WITH</u> <u>DELEGATED ACTS OR UNECE</u> <u>REGULATIONS</u></p>	<p>CHAPTER IX EXEMPTIONS <i>FOR</i> NEW TECHNOLOGIES OR <i>NEW</i> CONCEPTS</p>	<p><b>CHAPTER IX</b> <b>EXEMPTIONS <u>FOR</u> NEW</b> <b>TECHNOLOGIES OR <u>NEW</u></b> <b>CONCEPTS</b></p>	
<p>Article 26 Exemptions for new technologies or new concepts</p>			
<p>1. The manufacturer may apply for an EU type-approval in respect of a type of system, component or separate technical unit that incorporates new technologies or concepts which are incompatible with one or more acts <u>or requirements</u> listed in Annex I.</p>	<p>1. The manufacturer may apply for an EU type-approval in respect of a type of system, component or separate technical unit that incorporates new technologies or concepts which are incompatible with one or more acts listed in Annex I.</p>	<p>1. The manufacturer may apply for an EU type-approval in respect of a type of <b>vehicle</b>, system, component or separate technical unit that incorporates new technologies or concepts which are incompatible with one or more acts listed in Annex I.</p>	
<p>2. The approval authority shall grant the EU type-approval referred to in paragraph 1 <b>if</b> all of the following conditions are met:</p>		<p>2. The approval authority shall grant the EU type-approval referred to in paragraph 1 <b>when</b> all of the following conditions are met:</p>	
<p>(a) the application states the reasons why the technologies or concepts in question make the system, component or separate technical unit incompatible with <u>the requirements</u>;</p>	<p>(a) the application states the reasons why the technologies or concepts in question make the system, component or separate technical unit incompatible with <b>one or more acts listed in Annex I</b>;</p>	<p>(a) the application states the reasons why the technologies or concepts in question make the system, component or separate technical unit incompatible with <b>one or more acts listed in Annex I</b>;</p>	
<p>(b) the application describes the safety and environmental implications of the new technology and the measures taken in order to ensure <u>that by comparison with the requirements from which</u></p>	<p>(b) the application describes the safety and environmental implications of the new technology and the measures taken in order to ensure at least an equivalent level of safety and environmental</p>	<p>(b) the application describes the safety and environmental implications of the new technology and the measures taken in order to ensure at least an equivalent level of safety and environmental</p>	



<i>exemption is sought</i> , at least an equivalent level of safety and environmental protection <u>is ensured</u> ;	protection <i>as that provided by the requirements from which exemption is sought</i> ;	protection <u>as that provided by the requirements from which exemption is sought</u> ;	
(c) test descriptions and results are presented which prove that the condition in point (b) is met.			
	<i>2a. The granting of such an EU type-approval exempting new technologies or new concepts shall be subject to authorisation by the Commission. The authorisation shall be given in the form of an implementing act. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 55(2).</i>		
<b>3.</b> Pending the decision on authorisation by the Commission, the approval authority may <u>grant a provisional</u> approval, valid only in the territory of that Member State, in respect of a type of vehicle covered by the exemption sought. The approval authority shall inform the Commission and the other Member States thereof without delay by means of a file containing the information referred to in paragraph 2.	3. Pending the decision on authorisation by the Commission, the approval authority may grant <i>an EU type-approval, but it shall be</i> provisional, valid only in the territory of that Member State, in respect of a type of vehicle covered by the exemption sought. The approval authority shall inform the Commission and the other Member States thereof without delay by means of a file containing the information referred to in paragraph 2.	<b>4.</b> Pending the decision on authorisation by the Commission, the approval authority may <u>already issue the EU type-approval, but it shall be provisional</u> , valid only in the territory of that Member State, in respect of a type of vehicle covered by the exemption sought. The approval authority shall inform the Commission and the other Member States thereof without delay by means of a file containing the information referred to in paragraph 2.	
	<i>The provisional nature and the limited territorial validity shall be apparent from the heading of the type-approval certificate and the heading of the</i>	<u>The provisional nature and the limited territorial validity shall be apparent from the heading of the type-approval certificate and the heading of the</u>	

	<i>certificate of conformity. The Commission shall adopt implementing acts in order to provide for harmonised templates for the type-approval certificate and the certificate of conformity. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 55(2).</i>	<b><u>certificate of conformity. Implementing powers are conferred on the Commission in order to provide for harmonised templates for the type-approval certificate and the certificate of conformity.</u></b>	
<b>4.</b> Other approval authorities may decide to accept the provisional approval referred to in paragraph <b>3 on</b> their territory.		<b>5.</b> Other approval authorities may decide to accept <b>in writing</b> the provisional approval referred to in paragraph <b>4 within</b> their territory.	
<b>5.</b> <i>The granting of an exemption for new technologies or new concepts shall be subject to authorisation by the Commission in accordance with the procedure referred to in Article 55(2).</i>	<i>deleted</i>	<b>3.</b> The granting of <b>such an EU type-approval exempting</b> -new technologies or new concepts shall be subject to authorisation by the Commission. <b>That authorisation shall be given in the form of an implementing act adopted</b> in accordance with the <b>examination</b> procedure referred to in Article 55(2).	
6. Where appropriate, the <b><u>decision on its validity</u></b> is subject to any restrictions. In all cases, the <b><u>validity of the</u></b> approval shall <b>not</b> be <b><u>less than</u></b> 36 months.	6. Where appropriate, the authorisation <b><i>by the Commission referred to in paragraph 3</i></b> shall also specify whether <b><i>it</i></b> is subject to any restrictions. In all cases, the <b><i>type-approval</i></b> shall be <b><i>valid for at least</i></b> 36 months.	6. Where appropriate, the authorisation <b><u>by the Commission referred to in paragraph 3</u></b> shall also specify whether <b><u>it</u></b> is subject to any restrictions. In all cases, the <b><u>type-approval</u></b> shall be <b><u>valid for at least</u></b> 36 months.	
If the Commission decides to refuse authorisation, the approval authority shall immediately give notice to the holder of the provisional type-approval		<b>6a.</b> If the Commission decides to refuse authorisation, the approval authority shall immediately give notice to the holder of the provisional type-approval	

referred to in paragraph <b>3</b> that the provisional approval will be revoked six months after the date of the Commission's <b><u>decision</u></b> .		referred to in paragraph <b>4</b> that the provisional approval will be revoked six months after the date of the Commission's <b><u>refusal</u></b> .	
<i>However, vehicles manufactured in conformity with the provisional approval before it <u>was revoked shall be permitted to be registered, sold or enter service in any Member State that accepted the provisional approval.</u></i>	<i>deleted</i>	However, vehicles manufactured in conformity with the provisional approval before it <b><u>ceases to be valid may be placed on the market,</u></b> registered or enter <b><u>into</u></b> service in any Member State that accepted the provisional approval.	
Article 27 <b><u>Action required</u></b>	Article 27 <b><u>Subsequent need for adaptation of delegated and implementing acts</u></b>	Article 27 <b><u>Subsequent adaptation of delegated and implementing acts</u></b>	
1. Where the Commission <b><u>authorised</u></b> the granting of an exemption pursuant to Article 26, it shall <b><u>immediately</u></b> take the necessary steps to adapt the delegated <b><u>acts or requirements</u></b> concerned to technological developments.	1. Where the Commission <b><u>authorises</u></b> the granting of an exemption pursuant to Article 26, it shall immediately take the necessary steps to adapt the delegated <b><u>or implementing</u></b> acts concerned to technological developments.	1. Where the Commission <b><u>authorises</u></b> the granting of an exemption pursuant to Article 26, it shall take the necessary steps to adapt the delegated <b><u>or implementing</u></b> acts concerned to technological developments.	
Where the exemption <b><u>pursuant to</u></b> Article 26 relates to a UNECE Regulation, the Commission shall propose an amendment to the relevant UNECE Regulation in accordance with the procedure applicable under the <b><u>Revised 1958</u></b> Agreement.	Where the exemption <b><u>under</u></b> Article 26 relates to a UNECE <b><u>regulation</u></b> , the Commission shall propose an amendment to the relevant UNECE <b><u>regulation</u></b> in accordance with the procedure applicable under the Agreement <b><u>of the United Nations Economic Commission for Europe concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted to and/or used on wheeled</u></b>	Where the exemption <b><u>under</u></b> Article 26 relates to a UNECE regulation, the Commission shall propose an amendment to the relevant UNECE regulation in accordance with the procedure applicable under the Agreement <b><u>of the United Nations Economic Commission for Europe concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted to and/or used on wheeled</u></b>	

	<i>vehicles and the conditions for reciprocal recognition of approvals granted on the basis of those prescriptions.</i>	<b><u>vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions.</u></b>	
2. As soon as the relevant acts <b><u>or requirements</u></b> have been amended, any restriction <b><u>attaching to</u></b> the exemption shall be lifted.	2. As soon as the relevant acts have been amended, any restriction <b><i>in the Commission decision authorising the</i></b> exemption shall be lifted.	2. As soon as the relevant acts have been amended, any restriction <b><u>in the Commission decision authorising the</u></b> exemption shall be lifted.	
If the necessary steps to adapt the delegated acts <b><u>or requirements</u></b> have not been taken, the <b><u>validity of an exemption may be extended</u></b> , at the request of the Member State which granted the approval, <b><u>by a Commission decision</u></b> adopted in accordance with the procedure referred to in Article 55(2).	If the necessary steps to adapt the delegated acts have not been taken, the <b><i>Commission may</i></b> , at the request of the Member State which granted the approval, <b><i>authorise the extension of the validity of the exemption. That authorisation shall be given in the form of an implementing act. That implementing act shall be</i></b> adopted in accordance with the <b><i>examination</i></b> procedure referred to in Article 55(2).	If the necessary steps to adapt the delegated <b><u>or implementing</u></b> acts have not been taken, the <b><u>Commission may</u></b> , at the request of the Member State which granted the approval, <b><u>authorise by means of a decision in the form of an implementing act</u></b> adopted in accordance with the <b><u>examination</u></b> procedure referred to in Article 55(2) <b><u>the Member State to extend the type-approval.</u></b>	
CHAPTER X VEHICLES PRODUCED IN SMALL SERIES			
Article 28 National type-approval of small series			
1. The manufacturer may <b><u>request</u></b> a national type approval of small series of a type of vehicle within the quantitative limits set out in Part 1 of Annex II.	1. The manufacturer may <b><u>apply for</u></b> a national <b><u>type-approval</u></b> of small series of a type of vehicle within the quantitative <b><u>annual</u></b> limits set out in Part 1 of Annex II. <b><u>Those limits shall apply to the making available on the market,</u></b>	1. The manufacturer may <b><u>apply for</u></b> a national type-approval of small series of a type of vehicle within the quantitative <b><u>annual</u></b> limits set out in Part 1 of Annex II. <b><u>These limits shall apply to the making available on the market,</u></b>	

	<i>registration or entry into service of vehicles of the approved type on the market of each Member State in a given year.</i>	<b><u>registration or entry into service of vehicles of the approved type on the market of each Member State in a given year.</u></b>	
For <b><i>such an</i></b> approval the <b><i>national</i></b> authority may, if it has reasonable grounds to do so, <b><i>wave</i></b> one or more of the provisions of one or more of the acts listed in Annex I , provided that it <b><i>has laid down</i></b> alternative requirements.	For the national <b><i>type-approval of small series vehicles, the approval</i></b> authority may, if it has reasonable grounds to do so, <b><i>wave</i></b> one or more of the provisions of one or more of the acts listed in Annex I provided that it <b><i>specifies</i></b> alternative requirements.	For <b><u>the national type-approval of small series</u></b> , the <b><u>approval</u></b> authority may, if it has reasonable grounds to do so, <b><u>waive</u></b> one or more of the provisions of one or more of the <b><u>provisions of this Regulation and one or more of the provisions of one or more of the</u></b> acts listed in Annex I , provided that it <b><u>specifies</u></b> alternative requirements.	
2. The alternative requirements referred to in paragraph 1 shall ensure a level of <b><u>road</u></b> safety, environmental protection, and occupational safety which is equivalent to the greatest extent practicable to the level provided for by the relevant <b><u>act</u></b> listed in Annex I.		2. The alternative requirements referred to in paragraph 1 shall ensure a level of <b><u>functional</u></b> safety <b><u>and</u></b> environmental protection and occupational safety which is equivalent to the greatest extent practicable to the level provided for by the relevant <b><u>acts</u></b> listed in Annex I.	
3. For the <b><u>purpose of</u></b> type-approval of vehicles under this Article, systems, components or separate technical units which are type-approved in accordance with the acts listed in Annex I shall be accepted.		3. For the <b><u>national</u></b> type-approval of vehicles under this Article, systems, components or separate technical units which are type-approved in accordance with the acts listed in Annex I shall be accepted.	
4. The type-approval certificate shall specify the content of the waivers granted pursuant to paragraph 1. <b><u>For the purposes of this article, the type-approval certificate shall be drafted in</u></b>	4. The type-approval certificate <b><i>for vehicles type-approved in accordance with this Article</i></b> shall be drafted in accordance with the <b><i>template referred to in Article 16(2)</i></b> , but shall not bear the	4. The type-approval certificate <b><u>for vehicles type-approved in accordance with this Article shall be drafted in accordance with the template referred to in Article 16(2)</u></b> , but shall not bear	

<p><b><u>accordance with the model set out in implementing legislation but shall not bear the heading "EU vehicle type-approval certificate"</u></b>. Type-approval certificates shall be numbered in accordance with <b><u>this regulation</u></b>.</p>	<p>heading "EU vehicle type-approval certificate" <b><i>and shall specify the content of the waivers granted pursuant to paragraph 1 of this Article</i></b>. Type-approval certificates shall be numbered in accordance with <b><i>the numbering system referred to in Article 15(4)</i></b>.</p>	<p><b><u>the heading "EU vehicle type-approval certificate" and</u></b> shall specify the content of the waivers granted pursuant to paragraph 1. Type-approval certificates shall be numbered in accordance with <b><u>the numbering system referred to in Article 15(4)</u></b>.</p>	
<p>5. The validity of <b><u>the</u></b> type-approval shall be restricted to the territory of the Member State <b><u>the</u></b> approval authority <b><u>of which</u></b> granted the approval.</p>		<p>5. The validity of <b><u>a national</u></b> type-approval <b><u>of small series</u></b> shall be restricted to the territory of the Member State <b><u>whose</u></b> approval authority granted the approval.</p>	
<p>6. However, <b><u>if</u></b> the manufacturer <b><u>so requests</u></b>, a copy of the type-approval certificate and its attachments shall be sent by registered mail or by electronic mail to the approval authorities of the Member States designated by the manufacturer.</p>		<p>6. However, <b><u>at the request of</u></b> the manufacturer, a copy of the type-approval certificate and its attachments shall be sent by registered mail or by electronic mail to the approval authorities of the Member States designated by the manufacturer.</p>	
<p>7. Within <b><u>60 days</u></b> of receipt, the approval authorities of the Member States designated by the manufacturer shall decide whether or not they accept the type-approval. They shall formally communicate <b><u>that</u></b> decision to the approval authority <b><u>referred to in the first subparagraph</u></b>.</p>		<p>7. Within <b><u>three months</u></b> of receipt <b><u>of the request referred to in paragraph 6</u></b>, the approval authorities of the Member States designated by the manufacturer shall decide whether or not they accept the type-approval. They shall formally communicate <b><u>their</u></b> decision to the approval authority <b><u>which granted the national type-approval of small series</u></b>.</p>	
<p>8. <b><u>A type-approval shall not be refused unless the approval authority has</u></b></p>		<p>8. <b><u>The approval authorities of the Member States shall accept the</u></b></p>	

reasonable grounds to believe that the technical provisions according to which the vehicle was approved are not equivalent to <b>its</b> own.		<b>national type-approval</b> unless <b>they</b> <b>have</b> reasonable grounds to believe that the technical provisions according to which the vehicle was approved are not equivalent to <b>their</b> own.	
9. <b><u>On</u></b> request of an applicant who wishes to <b><u>sell</u></b> , register <b><u>or put into service</u></b> a vehicle in another Member State, the approval authority that granted the approval <b><u>shall</u></b> provide <b><u>the applicant</u></b> with a copy of the type-approval certificate including the information package. <b><u>The national authority shall permit the sale, registration or entry into service of this vehicle unless it has reasonable grounds to believe that the technical provisions according to which the vehicle was approved are not equivalent to its own.</u></b>	9. <b><i>At the</i></b> request of an applicant <b><i>for a national type-approval of small series</i></b> who wishes to <b><i>place on the market or</i></b> register a vehicle in another Member State, the approval authority that granted <b><i>a national type-approval of small series</i></b> shall provide <b><i>that</i></b> applicant with a copy of the type-approval certificate including the information package. The <b><i>type-approval authority of the other Member State</i></b> shall permit the <b><i>placing on the market</i></b> , registration or entry into service of <b><i>the</i></b> vehicle unless it has reasonable grounds to believe that the technical provisions according to which the vehicle was approved are not equivalent to its own.	9. <b><u>At the</u></b> request of an applicant who wishes to <b><u>place on the market or</u></b> register a vehicle <b><u>with national type-approval of small series</u></b> in another Member State <b><u>than the one designated by the manufacturer</u></b> , the approval authority <b><u>of this Member State shall request the approval authority</u></b> that granted the <b><u>national type-approval of small series</u></b> to provide the <b><u>national authority of the other Member State</u></b> with a copy of the type-approval certificate including the information package. <b><u>Paragraphs 7 and 8 shall apply.</u></b>	
CHAPTER XI INDIVIDUAL APPROVALS			<b>YELLOW</b> - COUNCIL reflects on deleting this Chapter from the Regulation
Article 29 Individual approvals			
1. An application for individual approval shall be submitted by the manufacturer or by the owner of the vehicle. It may also be submitted by a person, established in the <b><i>Community</i></b> , acting on	1. An application for individual approval shall be submitted by the manufacturer or by the owner of the vehicle. It may also be submitted by a person, established in the <b><i>Union</i></b> , acting on	1. An application for individual approval shall be submitted by the manufacturer or by the owner of the vehicle. It may also be submitted by a person, established in the <b><u>Union</u></b> , acting on	<b>GREEN</b> - EP/CEU txt identical

behalf of the <b><u>manufacturer or the</u></b> owner of the vehicle.	behalf of the <i>owner of the vehicle. At the request of the owner of the vehicle or of a person acting on his behalf established in the Union, approval authorities shall grant an individual approval for a vehicle which conforms to the description appended to the application and complies with the requirements of this Regulation.</i>	behalf of the owner of the vehicle. <b><u>At the request of the owner of the vehicle or of a person acting on his behalf established in the Union, approval authorities shall grant an individual approval for a vehicle which conforms to the description appended to the application and complies with the provisions of this Regulation.</u></b>	
2. In the individual approval procedure, approval authorities shall certify that the vehicle <i>satisfies</i> the relevant <b><u>administrative provisions and technical requirements.</u></b>	2. In the individual approval procedure, approval authorities shall certify that the vehicle <i>complies with</i> the relevant <i>acts listed in Annex I.</i>	2. In the individual approval procedure, approval authorities shall certify that the vehicle <b><u>complies with</u></b> the relevant <b><u>acts listed in Annex I.</u></b>	<b>GREEN - EP/CEU txt identical</b>
3. An individual approval shall apply to a particular vehicle, whether it is unique or not.			
4. Applications for individual approval shall cover a maximum of 15 vehicles of the same type.	4. Applications for individual approval shall cover a maximum of 15 vehicles of the same type <i>per calendar year, per applicant and per Member State.</i>	4. Applications for individual approval shall cover a maximum of 15 vehicles of the same type <b><u>per calendar year, per applicant and per Member State.</u></b>	<b>GREEN - EP/CEU txt identical</b>
	<b><i>4a. After granting the approval, the approval authority shall without delay issue the individual approval certificate.</i></b>	<b><u>4a. After granting the approval, the approval authority shall without unjustified delay issue the individual approval certificate.</u></b>	<b>GREEN - EP/CEU txt identical</b>
	<b><i>4b. The format of the individual approval certificate shall be based on the template for the EU type-approval certificate referred to in Article 16(2)</i></b>	<b><u>4b. The approval authority shall grant the individual approval if the vehicle conforms to the description appended to the application and satisfies the</u></b>	<b>GREEN - EP/CEU txt identical</b>



	<i>and shall contain at least the information necessary to complete the application for registration provided for in Council Directive 1999/37/EC on the registration documents for vehicles<sup>1</sup>.</i>	<b><u>applicable technical requirements and shall without unjustified delay issue the individual approval certificate.</u></b>	
		<b><u>The format of the individual approval certificate shall be based on the template of the EU type-approval certificate referred to in Article 16(2) and shall contain at least the information corresponding to the information of the certificate of conformity for the EU type-approved vehicles, thus allowing for the registration of the vehicle in accordance with Article 31(3) necessary to complete the application for registration provided for in Council Directive 1999/37/EC.</u></b>	<b>GREEN - Agreed cfr. art 30</b>
	<i>Individual approval certificates shall not bear the heading "EU vehicle type approval". An individual approval certificate shall bear the unique identification number of the vehicle concerned.</i>	<b><u>Individual approval certificates shall not bear the heading "EU vehicle approval". An individual approval certificate shall bear the vehicle identification number of the vehicle concerned.</u></b>	<b>GREEN - EP/CEU txt identical</b>
5. This Article shall apply to vehicles which at the time of the application for the individual approval <b><i>had never</i></b>	5. This Article shall apply to vehicles which, at the time of the application for the individual approval, <b><i>have not</i></b>	5. This Article shall apply to vehicles which, at the time of the application for the individual approval, have not	<b>GREEN - agreed</b>

<p><b><u>obtained the administrative authorisation for the entry into service</u></b>, involving its identification and the issuing of a registration number, including temporary or short-term registrations or professional registration or <b><u>put into service, or had</u></b> only been <b><u>registered or put into service</u></b> for less than six months.</p>	<p><b><i>previously been placed on the market or</i></b> for <b><i>which</i></b> the entry into service <b><i>has not yet taken place</i></b>, involving identification and the issuing of a registration number, including temporary or short-term <b><i>registration</i></b> or professional registration or <b><i>have</i></b> only been <b><i>placed on the market</i></b> for less than six months.</p>	<p>previously been placed on the market <b><u>or of which the entry into service has not yet taken place</u></b>, involving its identification and the issuing of a registration number, including temporary or short-term registrations or professional registration or <b><u>have</u></b> only been <b><u>placed on the market</u></b> for less than six months. <b><u>In the absence of a registration document, the competent authority shall refer to available documented evidence of date of manufacture or documented evidence of first purchase.</u></b></p>	
<p>Article 30 Exemptions for individual approvals</p>			
<p>1. An approval authority may exempt the vehicle from compliance with <b><u>one or more of the acts listed</u></b> in Annex I, provided that the approval authority imposes alternative requirements and has reasonable grounds for such exemption.</p>	<p>1. An approval authority may exempt the vehicle from compliance with <b><u>requirements laid down</u></b> in Annex I, provided that the approval authority imposes alternative requirements and has reasonable grounds for such exemption.</p>	<p>1. An approval authority may exempt the vehicle from compliance with <b><u>requirements laid down</u></b> in Annex I, provided that the approval authority imposes alternative requirements and has reasonable grounds for such exemption.</p>	<p><b>GREEN - EP/CEU txt identical</b></p>
<p><b><u>Alternative</u></b> requirements <b><u>must</u></b> ensure a level of <b><u>road</u></b> safety, environmental protection, and occupational safety which is equivalent <b><u>to the greatest extent practicable</u></b> to the level provided for by the relevant act listed in Annex I.</p>	<p><b><u>The alternative</u></b> requirements <b><u>shall</u></b> ensure a level of road <b><u>and functional</u></b> safety, environmental protection, and occupational safety which is equivalent <b><u>as far as possible</u></b> to the level provided for by the relevant act listed in Annex I.</p>	<p><b><u>The alternative</u></b> requirements <b><u>shall</u></b> ensure a level of <b><u>functional</u></b> safety, environmental protection and occupational safety which is equivalent to the greatest extent practicable to the level provided for by the relevant act listed in Annex I.</p>	<p><b>GREEN - CEU txt</b></p>
<p>2. Approval authorities shall not carry out destructive tests. They shall use any</p>	<p>2. Approval authorities shall not carry out destructive tests. They shall use any</p>	<p>2. Approval authorities shall not carry out destructive tests. They shall use any</p>	<p><b>GREEN - CEU txt</b></p>

relevant information provided by the applicant <i>establishing</i> compliance with the alternative requirements.	relevant information provided by the applicant <i>to establish</i> compliance with the alternative requirements.	relevant information provided by the applicant <b><u>of an individual approval to establish</u></b> compliance with the alternative requirements.	
<b><u>3. Approval authorities shall accept any system, component or separate technical unit EU type-approval instead of the alternative requirements.</u></b>	<i>deleted</i>	<b><u>deleted</u></b>	<b>GREEN - CEU txt</b>
<b><u>4. The approval authority shall grant the individual approval if the vehicle conforms to the description appended to the application and satisfies the applicable technical requirements and shall without delay issue the individual approval certificate.</u></b>		<b><u>deleted</u></b>	<b>GREEN - CEU txt</b>
<b><u>The format of the individual approval certificate shall be based on the template of the EU type-approval certificate set out in Annex V and shall contain at least the information necessary to complete the application for registration provided for in Council Directive 1999/37/EC<sup>36</sup>.</u></b>	The format of the individual approval certificate shall be based on the template of the EU type-approval certificate <i>referred to</i> in <i>Article 29(4b)</i> and shall contain at least the information necessary to complete the application for registration provided for in Council Directive 1999/37/EC <sup>36</sup> .	<b><u>deleted</u></b>	<b>GREEN - CEU txt</b>
<b><u>Individual approval certificates shall not bear the heading "EU vehicle approval". An individual approval certificate shall bear the vehicle identification number of the vehicle</u></b>		<b><u>deleted</u></b> <i>(see Article 29(4b))</i>	<b>GREEN - CEU txt</b>

<sup>36</sup> OJ L 138, 1.6.1999, p. 57.

<sup>36</sup> OJ L 138, 1.6.1999, p. 57.

<b><u>concerned.</u></b>			
Article 31 Validity and acceptance of individual approval			
1. The validity of an individual approval shall be restricted to the territory of the Member State in which it was granted.			
2. <b><u>Where an applicant wishes to sell, register or put</u></b> into service in another Member State a vehicle which has been granted an individual approval, the approval authority that granted the approval shall, on request, provide the applicant with a statement of the technical provisions against which the vehicle was approved and any additional information stating in detail the nature of the technical requirements satisfied by that particular vehicle.	2. <b><i>For the purpose of placing on the market, registration or entry</i></b> into service in another Member State <b><i>of</i></b> a vehicle which has been granted an individual approval, the approval authority that granted the approval shall, on request, provide the applicant <b><i>of an individual approval</i></b> with a statement of the technical provisions against which the vehicle was approved and any additional information stating in detail the nature of the technical requirements satisfied by that particular vehicle.	2. <b><u>For the purpose of placing on the market, registration or entry</u></b> into service in another Member State <b><u>of</u></b> a vehicle which has been granted an individual approval, the approval authority that granted the approval shall, on request, provide the applicant <b><u>of an individual approval</u></b> with a statement of the technical provisions against which the vehicle was approved and any additional information stating in detail the nature of the technical requirements satisfied by that particular vehicle.	<b>GREEN - EP/CEU txt identical</b>
3. With regard to a vehicle which has been granted an individual approval by a approval authority of one Member State in accordance with the provisions of Article 29, the other Member States shall permit <b><u>that vehicle to be sold, registered or to enter into service</u></b> unless they have reasonable grounds to believe that the technical provisions against which the vehicle was approved are not equivalent	3. With regard to a vehicle which has been granted an individual approval by <b><i>an</i></b> approval authority of one Member State <b><i>and registered</i></b> in accordance with the provisions of Article 29, the other Member States shall permit <b><i>the placing on the market, registration or entry</i></b> into service <b><i>of a vehicle</i></b> unless they have reasonable grounds to believe that the technical provisions against which the vehicle was approved are not equivalent	3. With regard to a vehicle which has been granted an individual approval by an approval authority of one Member State <b><u>and registered</u></b> in accordance with the provisions of Article 29, the other Member States shall permit <b><u>the placing on the market, registration or entry into service of a vehicle</u></b> unless they have reasonable grounds to believe that the technical provisions against which the vehicle was approved are not	<b>GREEN - EP/CEU txt identical</b>

to their own.	to their own.	equivalent to their own.	
<b><u>4. At the request of the manufacturer or of the owner of the vehicle, approval authorities shall grant an individual approval to a vehicle which complies with the provisions of this Regulation., In such a case, approval authorities shall accept the individual approval and shall permit the sale, registration and entry into service of the vehicle.</u></b>	<i>deleted</i>	<b><u>deleted</u></b>	<b>GREEN - EP/CEU txt identical</b>
Article 32 Specific provisions	Article 32 Specific provisions <i>concerning individual approvals</i>	Article 32 Specific provisions <b><u>concerning individual approvals</u></b>	<b>GREEN - EP/CEU txt identical</b>
1. The provisions of this Chapter may apply to vehicles which have been type-approved in accordance with this Regulation and which have been modified before their <b><u>first</u></b> registration or entry into service.	1. The provisions of this Chapter may apply to vehicles which have been type-approved in accordance with this Regulation and which have been modified before their <b><u>placing on the market</u></b> , registration or entry into service.	1. The provisions of this Chapter may apply to vehicles which have been type-approved in accordance with this Regulation and which have been modified before their <b><u>placing on the market</u></b> , registration or entry into service.	<b>GREEN - EP/CEU txt identical</b>
2. The procedure set out in this Chapter may apply to a particular vehicle during the successive stages of its completion in accordance with a multi-stage type-approval procedure.			
3. The procedure set out in this Chapter may not replace an intermediate stage within the normal sequence of a multi-stage type-approval procedure and may not apply for the purposes of obtaining			

the first-stage approval of a vehicle.			
CHAPTER XII REGISTRATION, <b>SALE AND</b> ENTRY INTO SERVICE	CHAPTER XII <b><i>MAKING AVAILABLE ON THE MARKET</i></b> , REGISTRATION <b><i>OR</i></b> ENTRY INTO SERVICE  <i>(This amendment applies throughout the text. Adopting it will necessitate corresponding changes throughout.)</i>	CHAPTER XII <b><u>MAKING AVAILABLE ON THE MARKET</u></b> , REGISTRATION <b><u>OR</u></b> ENTRY INTO SERVICE	<b>GREEN - EP/CEU txt identical</b>
Article 33 Registration, <b>sale and</b> entry into service of vehicles		Article 33 <b><u>Making available on the market</u></b> , registration <b><u>or</u></b> entry into service of vehicles	<b>GREEN - CEU txt</b>
1. Without prejudice to the provisions of Articles 36 and 37, vehicles for which EU whole vehicle type approval is mandatory or for which the manufacturer has obtained such type approval under this regulation shall only be registered, <b>sold</b> or <b>entered</b> into service if they are accompanied by a valid certificate of conformity issued in accordance with Article 24.		1. Without prejudice to the provisions of Articles 36 and 37, vehicles for which EU whole vehicle type-approval is mandatory or for which the manufacturer has obtained such type-approval under this Regulation shall only be <b>made available on the market</b> , registered or <b>may enter</b> into service <b>only</b> if they are accompanied by a valid certificate of conformity issued in accordance with Article 24.	<b>GREEN - CEU txt</b>
In the case <b>of incomplete</b> vehicles, the <b>sale</b> of such vehicles is permitted, but the <b>competent</b> authorities of the Member States may refuse the <b>permanent</b> registration and <b>entry into service</b> of such vehicles <b>for such time as the vehicles remain incomplete</b> .		In the case <b>where such</b> vehicles <b>are incomplete</b> , the <b>making available on the market or entry into service</b> of such vehicles is permitted, but the authorities <b>responsible for vehicle registration</b> of the Member States may refuse <b>to allow</b> the registration and <b>use</b>	<b>GREEN - CEU txt</b>

		<u>on the road</u> of such vehicles.	
<b><u>2. As regards small-series vehicles, the number of vehicles registered, sold or entered into service in the course of a single year shall not exceed the number of units set out in Part 1 of Annex II.</u></b>		<b><u>deleted</u></b>  (see Article 28(1))	<b>GREEN - CEU txt</b>
3. Paragraph 1 shall not apply to vehicles intended for use by the armed <b><u>forces</u></b> , civil <b><u>protection</u></b> , fire- <b><u>fighting or</u></b> public order <b><u>services</u></b> or to vehicles type-approved in accordance with Articles 28 or <b><u>32</u></b> .		3. Paragraph 1 shall not apply to vehicles intended for use by the armed <b><u>services</u></b> , <b><u>by</u></b> civil <b><u>defence</u></b> , fire <b><u>services and forces responsible for maintaining</u></b> public order or to vehicles type-approved in accordance with Articles 28 or <b><u>29</u></b> .	<b>GREEN - CEU txt</b>
Article 34 Registration, <b><u>sale and</u></b> entry into service of end-of-series vehicles		Article 34 <b><u>Making available on the market</u></b> , registration <b><u>or</u></b> entry into service of end-of-series vehicles	<b>GREEN - CEU txt</b>
1. Subject to the limits <b><u>set out in Part 2 of Annex II and to the</u></b> time limit <b><u>set out in paragraph 2</u></b> , vehicles conforming to a type of vehicle whose EU type-approval is no longer valid may be registered, <b><u>sold and</u></b> entered into service.		1. Subject to the <b><u>end-of-series</u></b> limits <b><u>and</u></b> time limit <b><u>specified</u></b> in <b><u>paragraphs 2 and 4</u></b> , vehicles conforming to a type of vehicle whose EU type-approval is no longer valid may <b><u>no longer be made available on the market</u></b> , registered- <b><u>or</u></b> entered into service.	<b>GREEN - CEU txt</b>
The first subparagraph shall apply only to vehicles within the territory of the Union which were covered by a valid EU type-approval at the time of their production, but which had not been registered or <b><u>put</u></b> into service before that		The first subparagraph shall apply only to vehicles within the territory of the Union which were covered by a valid EU type-approval at the time of their production, but which had not <b><u>either</u></b> been <b><u>made available on the market</u></b> ,	<b>GREEN - CEU txt</b>

EU type-approval lost its validity.		registered or <b>entered into</b> into service before that EU type-approval lost its validity.	
2. Paragraph 1 shall apply, in the case of complete vehicles, for a period of <i>twelve</i> months from the date on which validity of the EU type-approval expired and, in the case of completed vehicles, for a period of <i>eighteen</i> months from that date.	2. Paragraph 1 shall apply, in the case of complete vehicles, for a period of <b>24</b> months from the date on which validity of the EU type-approval expired and, in the case of completed vehicles, for a period of <b>30</b> months from that date.		GREEN - EP txt
3. A manufacturer who wishes to benefit from the provisions of paragraph 1 shall submit a request to the <b>competent</b> authority of each Member State <b>concerned by the entry into service of the vehicles in question.</b> That request <b>must</b> specify any technical or economic reasons preventing those vehicles from complying with the new <b>technical</b> requirements.		3. A manufacturer who wishes to benefit from the provisions of paragraph 1 shall submit a request to the <b>national</b> authority of each Member State <b>where the vehicles in question are either to be made available on the market, registered or are entering into service.</b> That request <b>shall</b> specify any technical or economic reasons preventing those vehicles from complying with the new <b>type-approval</b> requirements.	GREEN - CEU txt
The <b>competent authorities</b> concerned shall decide, within three months of receiving the request, whether and in what number to permit the registration of those vehicles within their territory.		The <b>national authority</b> concerned shall decide, within three months of receiving the request, whether and in what number to permit the registration of those vehicles within their territory.	GREEN - CEU txt
		<b>3a. The amount of end-of-series vehicles shall not exceed 10% of the number of vehicles registered in the two preceding years or 100 vehicles per Member State, whatever is the</b>	GREEN - Agreement for 20 vehicles



		<u>highest.</u>	
		<u>3b. [Before their making available on the market, registration or entry into service, the manufacturer shall issue a new certificate of conformity for end-of-series vehicles qualifying the vehicles as "end-of-series" and indicating the number and the Member State of first registration in conformity with the template for the certificate of conformity referred to in Article 16(2).]</u>	GREEN - EC & EP proposal
		<u>[A special entry shall be made on the certificate of conformity of the vehicles put into service under this procedure.]</u>	GREEN - CEU txt
4. Member States shall ensure that the number of vehicles to be registered or <u>put</u> into service <u>in the framework of</u> the procedure set out in this Article is effectively monitored.		4. Member States shall ensure that the number of vehicles to be <u>made available on the market</u> , registered or <u>entering</u> into service <u>under</u> the procedure set out in this Article is effectively monitored.	GREEN - CEU txt
5. This Article shall apply only to discontinuation due to termination of validity of the type-approval in the case referred to in Article 23(2)(a).			
Article 35 <u>Sale and</u> entry into service of components and separate technical units		Article 35 <u>Making available on the market or</u> entry into service of components and separate technical units	GREEN - CEU txt
1. Components or separate technical units		1. Components or separate technical	GREEN - CEU txt

<p>may only be <b><u>sold and entered</u></b> into service if they comply with the requirements of the relevant acts listed in Annex <b><u>1</u></b> and are properly marked in accordance with Article 25.</p>		<p>units may only be <b><u>made available on the market or enter</u></b> into service if they comply with the requirements of the relevant acts listed in Annex <b><u>I</u></b> and are properly marked in accordance with Article 25.</p>	
<p>2. Paragraph 1 shall not apply in the case of components or separate technical units which are specifically constructed or designed for new vehicles not covered by this Regulation.</p>			
<p>3. By way of derogation from paragraph 1, Member States may permit the <b><u>sale and</u></b> entry into service of components or separate technical units which have been exempted from one or more provisions of this regulation <b><u>in application of</u></b> Article 26 or are intended for mounting on vehicles covered by approvals granted under Articles 28 or 29 that concern the component or separate technical unit in question.</p>		<p>3. By way of derogation from paragraph 1, Member States may permit the <b><u>making available on the market or</u></b> entry into service of components or separate technical units which have been exempted from one or more provisions of this Regulation <b><u>under</u></b> Article 26 or are intended for mounting on vehicles covered by approvals granted under Articles 28 or 29 that concern the component or separate technical unit in question.</p>	<p><b>GREEN - CEU txt</b></p>
<p>4. By way of derogation from paragraph 1, and unless otherwise provided for in a this regulation, Member States may permit the <b><u>sale and</u></b> entry into service of components or separate technical units which are intended for mounting on vehicles which, <b><u>at the time of their entry</u></b> into service, were not required by this Regulation or by Directive</p>		<p>4. By way of derogation from paragraph 1, and unless otherwise provided for in this Regulation <b><u>or in one of its delegated acts</u></b>, Member States may permit the <b><u>making available on the market or</u></b> entry into service of components or separate technical units which are intended for mounting on vehicles which, <b><u>when made available</u></b></p>	<p><b>GREEN - CEU txt</b></p>

2003/37/EC <u>to be EU type-approved.</u>		<u>on the market or entered</u> into service, were not required <u>to be type-approved</u> by this Regulation or by Directive 2003/37/EC.	
	<i>CHAPTER XIIa</i>		<b>YELLOW</b> - New proposal from the EP
	<i>USE OF VEHICLES ON PUBLIC ROADS</i>		<b>YELLOW</b> - New proposal from the EP
	<i>Article 35a</i>		<b>YELLOW</b> - New proposal from the EP
	<i>A vehicle may be used on public roads if it meets the requirements concerning dimensions, weight, safety, lights and insurance laid down for use on public roads and if it is driven by a qualified person with a uniform European driving licence for driving a vehicle of that type.</i>		<b>YELLOW</b> - New proposal from the EP
CHAPTER XIII SAFEGUARD CLAUSES			
Article 36 Vehicles, systems, components or separate technical units <u>in compliance with this Regulation</u>	Article 36 <i>Procedures for dealing with</i> vehicles, systems, components or separate technical units <i>presenting a serious risk at national level</i>	Article 36 <u>Procedures for dealing with</u> vehicles, systems, components or separate technical units <u>presenting a serious risk at national level</u>	<b>GREEN</b> - EP/CEU txt identical
1. <u>If a national authority finds that new vehicles, systems, components or separate technical units, albeit in compliance with the applicable requirements or properly marked,</u>	1. <i>Where the market surveillance authorities of one Member State have taken action pursuant to Article 20 of Regulation (EC) No 765/2008, or where they have sufficient reason to believe</i>	1. <u>Where the market surveillance authorities of one Member State have taken action pursuant to Article 20 of Regulation (EC) No 765/2008, or where they have sufficient reason to</u>	<b>GREEN</b> - EP/CEU txt identical

<p><u>present a serious risk to road safety, seriously harm the environment or public health or, for tractors, present a serious risk to occupational safety, that national authority may, for a maximum period of six months, refuse to register such vehicles or to permit the sale or entry into service in its territory of such vehicles, components or separate technical units.</u></p>	<p><i>that a vehicle, system, component or separate technical unit covered by this Regulation presents a serious risk to the health or safety of persons or to other aspects of the protection of public interests covered by this Regulation, the approval authority that granted the approval shall carry out an evaluation in relation to the vehicle, system, component or separate technical unit concerned covering all the requirements laid down in this Regulation. The relevant economic operators shall cooperate fully with the market surveillance and/or approval authorities.</i></p>	<p><u>believe that a vehicle, system, component or separate technical unit covered by this Regulation presents a serious risk to the health or safety of persons or to other aspects of the protection of public interests covered by this Regulation, the approval authority that granted the approval shall carry out an evaluation in relation to the vehicle, system, component or separate technical unit concerned covering all the requirements laid down in this Regulation. The relevant economic operators shall cooperate fully with the market surveillance and/or approval authorities.</u></p>	
<p><u>In such cases, the national authority concerned shall immediately notify the manufacturer, the national authorities of the other Member States and the Commission accordingly, stating the reasons on which its decision is based and, in particular, whether it is the result of any of the following:</u></p>	<p><i>Where, in the course of that evaluation, the approval authority that granted the approval finds that the vehicle, system, component or separate technical unit does not comply with the requirements laid down in this Regulation, they shall without delay require the relevant economic operator to take all appropriate corrective action to bring the vehicle, system, component or separate technical unit into compliance with those requirements, to withdraw the vehicle, system, component or separate technical unit from the market, or to recall it within a reasonable period, commensurate with the nature of the risk.</i></p>	<p><u>Where, in the course of that evaluation, the approval authority that granted the approval finds that the vehicle, system, component or separate technical unit does not comply with the requirements laid down in this Regulation, they shall without delay require the relevant economic operator to take all appropriate corrective action to bring the vehicle, system, component or separate technical unit into compliance with those requirements, to withdraw the vehicle, system, component or separate technical unit from the market, or to recall it within a reasonable period, commensurate with the nature of the</u></p>	<p><b>GREEN - EP/CEU txt identical</b></p>

		<u>risk.</u>	
<u>(a) shortcomings in the relevant acts;</u>	<i>The approval authority that granted the approval shall inform the relevant technical service of the measures taken in accordance with the first and second subparagraphs of this paragraph. Article 21 of Regulation (EC) No 765/2008 shall apply to the measures referred to in the second subparagraph of this paragraph.</i>	<u>The approval authority that granted the approval shall inform the relevant technical service of the measures taken in accordance with the first and second subparagraphs. Article 21 of Regulation (EC) No 765/2008 shall apply to the measures referred to in the second subparagraph.</u>	GREEN - EP/CEU txt identical
<u>(b) incorrect application of the relevant requirements.</u>	<i>deleted</i>	<u>deleted</u>	GREEN - EP/CEU txt identical
<u>2. The Commission shall, as soon as possible consult the parties concerned and, in particular, the approval authority that granted the type-approval in order to prepare the decision.</u>	<i>2. Where the approval authorities consider that non-conformity is not restricted to their national territory, they shall inform the Commission and the other Member States of the results of the evaluation and the action required of the economic operator.</i>	<u>2. Where the approval authorities consider that non-conformity is not restricted to their national territory, they shall inform the Commission and the other Member States of the results of the evaluation and the action required of the economic operator.</u>	GREEN - EP/CEU txt identical
<u>3. Where the measures referred to in paragraph 1 are attributed to shortcomings in the relevant acts, the Commission shall take the following measures :</u>	<i>3. The economic operator shall ensure that all appropriate corrective action is taken in respect of all non-compliant vehicles, systems, components or separate technical units that it has placed on the market, registered or is responsible for its entry into service in the Union.</i>	<u>3. The economic operator shall ensure that all appropriate corrective action is taken in respect of all non-compliant vehicles, systems, components or separate technical units that it has placed on the market, registered or is responsible for its entry into service in the Union.</u>	GREEN - EP/CEU txt identical
<u>(a) where delegated acts are concerned,</u>			

<u><i>the Commission shall amend those acts accordingly;</i></u>			
<u><i>(b) where UNECE Regulations are concerned, the Commission shall propose the necessary draft amendments to the relevant UNECE Regulations in accordance with the procedure applicable under the Revised 1958 Agreement.</i></u>			
<u><i>4. Where the measures referred to in paragraph 1 are attributed to incorrect application of the relevant requirements, the Commission shall take the necessary steps in order to ensure that the approval authority concerned complies with such requirements. The approval authorities of all Member States shall be informed about such steps.</i></u>	<i>4. Where the economic operator does not take adequate corrective action within the period referred to in the second subparagraph of paragraph 1, the national authorities shall take all appropriate measures to prohibit or restrict the placing on the market, registration or entry into service of non-compliant vehicles, systems, components or separate technical units on their national market, to withdraw them from that market or to recall them.</i>	<u><i>4. Where the economic operator does not take adequate corrective action within the period referred to in the second subparagraph of paragraph 1, the national authorities shall take all appropriate measures to prohibit or restrict the making available on the market, registration or entry into service of non-compliant vehicles, systems, components or separate technical units on their national market, to withdraw them from that market or to recall them.</i></u>	<b>GREEN - EP/CEU txt identical</b>
	<i>4a. The national authorities shall inform the Commission and the other Member States, without delay, of those measures.</i>	<u><i>4a. The national authorities shall inform the Commission and the other Member States, without delay, of those measures.</i></u>	<b>GREEN - EP/CEU txt identical</b>
	<i>The information provided shall include all available details, in particular the data necessary for the identification of the non-compliant vehicle, system, component or separate technical unit,</i>	<u><i>The information provided shall include all available details, in particular the data necessary for the identification of the non-compliant vehicle, system, component or separate</i></u>	<b>GREEN - EP/CEU txt identical</b>

	<i>its origin, the nature of the non-conformity alleged and the risk involved, the nature and duration of the national measures taken, and the arguments put forward by the relevant economic operator. In particular, the approval authorities shall indicate whether the non-conformity is due to either of the following:</i>	<b><u>technical unit, its origin, the nature of the non-conformity alleged and the risk involved, the nature and duration of the national measures taken, and the arguments put forward by the relevant economic operator. In particular, the approval authorities shall indicate whether the non-conformity is due to either of the following:</u></b>	
	<i>(a) failure of the vehicle, system, component or separate technical unit to meet requirements relating to the health or safety of persons, the protection of the environment or to other aspects of the protection of public interests covered by this Regulation;</i>	<b><u>(a) failure of the vehicle, system, component or separate technical unit to meet requirements relating to the health or safety of persons, the protection of the environment or to other aspects of the protection of public interests covered by this Regulation;</u></b>	<b>GREEN - EP/CEU txt identical</b>
	<i>(b) shortcomings in the relevant acts listed in Annex I.</i>	<b><u>(b) shortcomings in the relevant acts listed in Annex I.</u></b>	<b>GREEN - EP/CEU txt identical</b>
	<i>4b. Member States shall within one month inform the Commission and the other Member States of any measures adopted and of any additional information at their disposal relating to the non-conformity of the vehicle, system, component or separate technical unit concerned, and, in the event of disagreement with the notified national measure, of their objections.</i>	<b><u>4b. Member States shall within one month inform the Commission and the other Member States of any measures adopted and of any additional information at their disposal relating to the non-conformity of the vehicle, system, component or separate technical unit concerned, and, in the event of disagreement with the notified national measure, of their objections.</u></b>	<b>GREEN - EP/CEU txt identical</b>
	<i>4c. Where, within one month of receipt</i>	<b><u>4c. Where, within one month of receipt</u></b>	<b>GREEN - EP/CEU txt identical</b>

	<i>of the information referred to in paragraph 6, no objection has been raised by either another Member State or the Commission in respect of a measure taken by a Member State, that measure shall be deemed justified.</i>	<u>of the information referred to in paragraph 6, no objection has been raised by either another Member State or the Commission in respect of a measure taken by a Member State, that measure shall be deemed justified.</u>	
	<i>4d. Member States shall ensure that appropriate restrictive measures are taken in respect of the vehicle, system, component or separate technical unit concerned, such as withdrawal of the vehicle, system, component or separate technical unit from their market, without delay.</i>	<u>4d. Member States shall ensure that appropriate restrictive measures are taken in respect of the vehicle, system, component or separate technical unit concerned, such as withdrawal of the vehicle, system, component or separate technical unit from their market, without delay.</u>	
	<i>Article 36a</i>	<u>Article 36a</u>	GREEN - EP/CEU txt identical
	<i>Union safeguard procedure</i>	<u>Union safeguard procedure</u>	GREEN - EP/CEU txt identical
	<i>1. Where, during the procedure set out in Article 36(3) and (4), objections are raised against a measure taken by a Member State, or where the Commission considers a national measure to be contrary to Union legislation, the Commission shall without delay evaluate the national measure after consulting Member States and the relevant economic operator or operators. On the basis of the results of that evaluation, the Commission shall decide whether the national measure is justified or not.</i>	<u>1. Where, during the procedure set out in paragraphs (3) and (4) of Article 36, objections are raised against a measure taken by a Member State, or where the Commission considers a national measure to be contrary to the Union legislation, the Commission shall without delay evaluate the national measure after consulting Member States and the relevant economic operator or operators. On the basis of the results of that evaluation, the Commission shall decide whether the national measure is justified or not.</u>	GREEN - EP/CEU txt identical



	<i>The Commission shall communicate its decision to all Member States and to the relevant economic operator or operators.</i>	<b><u>The Commission shall communicate its decision to all Member States and to the relevant economic operator or operators.</u></b>	GREEN - EP/CEU txt identical
	<i>2. If the national measure is considered justified, all Member States shall take the measures necessary to ensure that the non-compliant vehicle, system, component or separate technical unit is withdrawn from their market, and shall inform the Commission accordingly. If the national measure is considered unjustified, the Member State concerned shall withdraw the measure.</i>	<b><u>2. If the national measure is considered justified, all Member States shall take the measures necessary to ensure that the non-compliant vehicle, system, component or separate technical unit is withdrawn from their market, and shall inform the Commission accordingly. If the national measure is considered unjustified, the Member State concerned shall withdraw the measure.</u></b>	GREEN - EP/CEU txt identical
	<i>3. Where the national measure is considered justified and is attributed to shortcomings in this Regulation or in delegated or implementing acts adopted under this Regulation, the Commission shall propose appropriate measures as follows:</i>	<b><u>3. Where the national measure is considered justified and is attributed to shortcomings in this Regulation or in delegated or implementing acts adopted under this Regulation, the Commission shall propose appropriate measures as follows:</u></b>	GREEN - EP/CEU txt identical
	<i>(a) where delegated or implementing acts adopted under this Regulation are concerned, the Commission shall propose the necessary amendments to the act concerned;</i>	<b><u>(a) where delegated or implementing acts adopted under this Regulation are concerned, the Commission shall propose the necessary amendments to the act concerned;</u></b>	GREEN - EP/CEU txt identical
	<i>(b) where UNECE regulations are concerned, the Commission shall propose the necessary draft</i>	<b><u>(b) where UNECE regulations are concerned, the Commission shall propose the necessary draft</u></b>	GREEN - EP/CEU txt identical

	<i>amendments to the relevant UNECE regulations in accordance with the procedure applicable under the Revised 1958 Agreement.</i>	<u>amendments to the relevant UNECE regulations in accordance with the procedure applicable under the Revised 1958 Agreement.</u>	
	<i>Article 36b</i>	<u>Article 36b</u>	GREEN - EP/CEU txt identical
	<i>Compliant vehicles, systems, components or separate technical units that present a serious risk</i>	<u>Compliant vehicles, systems, components or separate technical units that present a serious risk</u>	GREEN - EP/CEU txt identical
	<i>1. Where, after having performed an evaluation under Article 36(1), a Member State finds that vehicles, systems, components or separate technical units, although they comply with the applicable requirements or are properly marked, present a serious risk to safety or may seriously harm the environment or public health, it shall require the relevant economic operator to take all appropriate measures to ensure that the vehicle, system, component or separate technical unit concerned, when placed on the market, registered or after its entry into service, no longer presents that risk, to withdraw the vehicle, system, component or separate technical unit from the market or to recall it within a reasonable period, commensurate with the nature of the risk. The Member State may refuse to register such vehicles as long as the vehicle manufacturer has not taken all these</i>	<u>1. Where, having performed an evaluation under Article 36(1), a Member State finds that vehicles, systems, components or separate technical units, although they comply with the applicable requirements or are properly marked, present a serious risk to safety or may seriously harm the environment or public health, it shall require the relevant economic operator to take all appropriate measures to ensure that the vehicle, system, component or separate technical unit concerned, when placed on the market, registered or after its entry into service, no longer presents that risk, to withdraw the vehicle, system, component or separate technical unit from the market or to recall it within a reasonable period, commensurate with the nature of the risk. The Member State may refuse to register such vehicles as long as the vehicle manufacturer has not taken all</u>	GREEN - EP/CEU txt identical

	<i>appropriate measures.</i>	<u>these appropriate measures.</u>	
	<i>2. For a vehicle, system, component or separate technical unit as referred to in paragraph 1, the economic operator shall ensure that corrective action is taken in respect of all such vehicles, systems, components or separate technical units placed on the market, registered or entered into service in the Union.</i>	<u>2. For a vehicle, system, component or separate technical unit as referred to in paragraph 1, the economic operator shall ensure that corrective action is taken in respect of all such vehicles, systems, components or separate technical units placed on the market, registered or entered into service in the Union.</u>	GREEN - EP/CEU txt identical
	<i>3. The Member State shall within one month inform the Commission and the other Member States of all available details, in particular the data necessary for the identification of the vehicle, system, component or separate technical unit concerned, the origin and the supply chain of the vehicle, system, component or separate technical unit, the nature of the risk involved and the nature and duration of the national measures taken.</i>	<u>3. The Member State shall within one month inform the Commission and the other Member States of all available details, in particular the data necessary for the identification of the vehicle, system, component or separate technical unit concerned, the origin and the supply chain of the vehicle, system, component or separate technical unit, the nature of the risk involved and the nature and duration of the national measures taken.</u>	GREEN - EP/CEU txt identical
	<i>4. The Commission shall, without delay, consult the Member States and the relevant economic operator or operators and, in particular, the approval authority that granted the type-approval, and shall evaluate the national measure taken. On the basis of that evaluation, the Commission shall decide whether or not the national measure is justified and, where</i>	<u>4. The Commission shall, without delay, consult the Member States and the relevant economic operator or operators and, in particular, the approval authority that granted the type-approval, and shall evaluate the national measure taken. On the basis of that evaluation, the Commission shall decide whether the national measure is justified or not, and where</u>	GREEN - EP/CEU txt identical

	<i>necessary, propose appropriate measures.</i>	<b><u>necessary, propose appropriate measures.</u></b>	
	<i>5. The Commission shall address its decision to all Member States and shall immediately communicate it to them and the relevant economic operator or operators.</i>	<b><u>5. The Commission shall address its decision to all Member States and shall immediately communicate it to them and the relevant economic operator or operators.</u></b>	GREEN - EP/CEU txt identical
Article 37 Vehicles, systems, components or separate technical units not in conformity with the approved type			
1. <b><u>If</u></b> new vehicles, systems, components or separate technical units accompanied by a certificate of conformity or bearing an approval mark do not conform to the type <b><u>it has approved</u></b> , the <b><u>national</u></b> authority which <b><u>has</u></b> granted <b><u>an</u></b> EU type-approval shall take the necessary measures, including the withdrawal of type-approval, to ensure that <b><u>production</u></b> vehicles, <b><u>systems</u></b> , components or separate technical units, as the case may be, are brought into conformity with the approved type. <b><u>It</u></b> shall inform the approval authorities of the other Member States of the measures taken within <b><u>20 working days</u></b> .		1. <b><u>Where</u></b> new vehicles, systems, components or separate technical units accompanied by a certificate of conformity or bearing an approval mark do not conform to the <b><u>approved</u></b> type, the <b><u>approval</u></b> authority which granted <b><u>the</u></b> EU type-approval shall take the necessary measures, including the withdrawal of type-approval, to ensure that vehicles, components or separate technical units <b><u>in production</u></b> , as the case may be, are brought into conformity with the approved type. <b><u>The approval authorities</u></b> shall inform the approval authorities of the other Member States of the measures taken within <b><u>one month</u></b> .	GREEN - CEU txt
2. For the purposes of paragraph 1, deviations from the particulars in the EU type-approval certificate or the information package shall be deemed to		2. For the purposes of paragraph 1, deviations from the particulars in the EU type-approval certificate or the information package shall be deemed to	GREEN - CEU txt

<p>constitute failure to conform to the approved type. <b><u>A vehicle shall not be deemed to deviate from the approved type where tolerances are permitted by the relevant regulatory acts and those tolerances are respected.</u></b></p>		<p>constitute failure to conform to the approved type.</p>	
<p>3. If <b><u>a national</u></b> approval authority <b><u>of another Member State</u></b> demonstrates that new vehicles, components or separate technical units accompanied by a certificate of conformity or bearing an approval mark do not conform to the approved type, it may ask the <b><u>national</u></b> authority which granted the EU type-approval to verify that vehicles, systems, components or separate technical units in production continue to conform to the approved type. On receipt of such a request, the <b><u>national</u></b> authority which granted the EU type-approval shall take the requisite action as soon as possible and <b><u>in any case</u></b> within <b><u>60 working days</u></b> of the date of the request.</p>		<p>3. If <b><u>an</u></b> approval authority demonstrates that new vehicles, components or separate technical units accompanied by a certificate of conformity or bearing an approval mark <b><u>issued in another Member State</u></b> do not conform to the approved type, it may ask the <b><u>approval</u></b> authority which granted the EU type-approval to verify that vehicles, systems, components or separate technical units in production continue to conform to the approved type. On receipt of such a request, the <b><u>approval</u></b> authority which granted the EU type-approval shall take the requisite action as soon as possible and <b><u>at the latest</u></b> within <b><u>three months</u></b> of the date of the request.</p>	<p><b>GREEN - CEU txt</b></p>
<p>4. The approval authority shall request the <b><u>national</u></b> authority which granted the system, component, separate technical unit or incomplete vehicle <b><u>EU type-approval</u></b> to take the necessary <b><u>actions</u></b> to ensure that vehicles in production are brought back into conformity with the approved type in the following cases:</p>		<p>4. The approval authority shall request the <b><u>approval</u></b> authority which granted the <b><u>EU type-approval for a</u></b> system, component, separate technical unit or incomplete vehicle to take the necessary <b><u>action</u></b> to ensure that vehicles in production are brought back into conformity with the approved type in the following cases:</p>	<p><b>GREEN - CEU txt</b></p>

<p>(a) <b>in relation to</b> an EU vehicle type-approval, where the non-conformity of a vehicle is attributable exclusively to the non-conformity of a system, component or separate technical unit;</p>		<p>(a) <b>for</b> an EU vehicle type-approval, where the non-conformity of a vehicle is attributable exclusively to the non-conformity of a system, component or separate technical unit;</p>	<p><b>GREEN - CEU txt</b></p>
<p>(b) <b>in relation to</b> a multi-stage type-approval, where the non-conformity of a completed vehicle is attributable exclusively to the non-conformity of a system, component or separate technical unit <b>being</b> part of the incomplete vehicle, or of the incomplete vehicle itself.</p>		<p>(b) <b>for</b> a multi-stage type-approval, where the non-conformity of a completed vehicle is attributable exclusively to the non-conformity of a system, component or separate technical unit <b>that forms</b> part of the incomplete vehicle or <b>to the non-conformity</b> of the incomplete vehicle itself.</p>	<p><b>GREEN - CEU txt</b></p>
<p>On receipt of such a request, the <b>national</b> authority concerned shall take the necessary actions, if necessary in conjunction with the <b>Member State</b> making the request, as soon as possible and <b>in any case</b> within <b>60 working days</b> of the date of the request.</p>		<p><b>4a.</b> On receipt of such a request, the <b>approval</b> authority concerned shall take the necessary actions, if necessary in conjunction with the <b>approval authority</b> making the request, as soon as possible and <b>at the latest</b> within <b>three months</b> of the date of the request.</p>	<p><b>GREEN - CEU txt</b></p>
<p>Where <b>a failure to conform</b> is established, the approval authority of the Member State <b>which</b> granted the system, component or separate technical unit <b>EU type-approval or the approval of</b> the incomplete vehicle shall take the measures set out in paragraph 1.</p>		<p><b>4b.</b> Where <b>non-conformity</b> is established, the approval authority of the Member State <b>that</b> granted the <b>EU type-approval for the</b> system, component or separate technical unit the incomplete vehicle shall take the measures set out in paragraph 1.</p>	<p><b>GREEN - CEU txt</b></p>
<p>5. The approval authorities shall inform each other within <b>20 working days</b> of any withdrawal of EU type-approval and</p>		<p>5. The approval authorities shall inform each other within <b>one month</b> of any withdrawal of EU type-approval and of</p>	<p><b>GREEN - CEU txt</b></p>

of the reasons therefore.		the reasons therefor.	
6. If the <b>national</b> authority that granted EU type-approval disputes the <b>failure to conform</b> notified to it, the Member States concerned shall endeavour to settle the dispute. The Commission shall be kept informed and, where necessary, shall hold appropriate consultations with a view to reaching a settlement.		6. If the <b>approval</b> authority that granted <b>the</b> EU type-approval disputes the <b>non-conformity</b> notified to it, the Member States concerned shall endeavour to settle the dispute. The Commission shall be kept informed and, where necessary, shall hold appropriate consultations with a view to reaching a settlement.	GREEN - CEU txt
Article 38 Parts <b>and</b> equipment <b>which</b> pose a <b>significant</b> risk to the correct functioning of essential systems	Article 38 <b>Placing on the market and entry into service of</b> parts <b>or</b> equipment <b>that</b> pose a <b>serious</b> risk to the correct functioning of essential systems	Article 38 <b>Placing on the market and entry into service of</b> parts <b>or</b> equipment <b>that may</b> pose a <b>serious</b> risk to the correct functioning of essential systems	GREEN - CEU txt
1. <b>The sale, the offer for sale or entry into service of parts or equipment which are capable of posing a significant</b> risk to the correct functioning of systems that are essential for the safety of the vehicle or for its environmental performance, shall be prohibited, unless they have been authorised by an approval authority in accordance with <b>paragraph 4 and Article 39 paragraphs 1 and 2.</b>	1. <b>Parts or equipment that may pose a serious</b> risk to the correct functioning of systems that are essential for the safety of the vehicle or for its environmental performance shall <b>not be placed on the market, registered or enter into service,</b> unless they have been authorised by an approval authority in accordance with Article 39(1) and (2).	1. <b>Parts or equipment that may pose a serious</b> risk to the correct functioning of systems that are essential for the safety of the vehicle or for its environmental performance <b>shall not be placed on the market, registered or enter into service and</b> shall be prohibited, unless they have been authorised by an approval authority in accordance with Article 39 paragraphs (1), <b>(1a)</b> and (2).	GREEN - CEU txt
The Commission shall <b>establish</b> a list of such parts or equipment <b>in accordance with the procedure referred to in Article 57, taking account of available information on</b> the following:	The Commission shall establish a list of such parts or equipment <b>by means of delegated acts</b> in accordance with Article 57, <b>on the basis of the following elements:</b>	<b>1a.</b> The Commission shall <b>be empowered to adopt delegated acts in accordance with Article 57 concerning</b> a list of such parts or equipment <b>covered by paragraph 1,</b> taking <b>into</b> account of available information on the following:	YELLOW - New text expected from CEU

(a) the seriousness of the risk to the safety or environmental performance of vehicles fitted with parts and equipment <b><u>under consideration</u></b> ;		(a) the seriousness of the risk to the safety or environmental performance of vehicles fitted with <b><u>the</u></b> parts and equipment <b><u>in question</u></b> ;	GREEN - CEU txt
(b) the effect on consumers and manufacturers <b><u>in the after-market</u></b> of the imposition under this Article of a possible authorisation requirement <b><u>on</u></b> parts <b><u>and</u></b> equipment.		(b) the effect on consumers and <b><u>after-market</u></b> manufacturers of the imposition under this Article of a possible authorisation requirement <b><u>for</u></b> parts <b><u>or</u></b> equipment.	GREEN - CEU txt
<b><i>2. Paragraph 1 shall not apply to original parts <u>and</u> equipment and to parts or equipment <u>which</u> are type-approved in accordance with the provisions of one of the acts listed in Annex I, except where the approval relates to aspects other than those covered in paragraph 1.</i></b>	<i>deleted</i>	2. Paragraph 1 shall not apply to original parts <b><u>or</u></b> equipment and to parts or equipment <b><u>that</u></b> are type-approved in accordance with the provisions of one of the acts listed in Annex I, except where the approval relates to aspects other than those covered in paragraph 1.	YELLOW - TBC by Shadows
<b><u>3. The Commission shall be delegated powers to adopt, where appropriate, in accordance with Article 57, a delegated act identifying the parts and equipment referred to in the first subparagraph when placed on the market.</u></b>		<b><u>deleted</u></b>	GREEN - CEU txt
4. The <b><u>list referred to in the second subparagraph of paragraph 1 may be updated and, to the extent necessary,</u></b> the model and numbering system <b><u>of</u></b> the	4. The <i>Commission shall lay down</i> the model and numbering system <b><i>for</i></b> the certificate referred to in <b><i>Article 39(1)</i></b> as well as <b><i>all</i></b> aspects relating to the	4. The <b><u>Commission shall lay down</u></b> the model and numbering system <b><u>for</u></b> the certificate referred to in <b><u>Article 39(1) and (1a)</u></b> as well as <b><u>all</u></b> aspects relating to	GREEN - CEU txt



<p>certificate referred to in <b>paragraph 4</b> as well as aspects relating to the procedure, the requirements which such parts must fulfil, the marking, packaging and the appropriate tests may be established in accordance with the procedure referred to in Article 57.</p>	<p>procedure <i>referred to in that Article by means of implementing acts. Those implementing acts shall be adopted</i> in accordance with the <i>examination</i> procedure referred to in <b>Article 55(2)</b>.</p>	<p>the procedure <b>referred to in that Article by means of implementing acts. Those implementing acts shall be adopted for the first time no later than 1 January 2013</b> in accordance with the <b>examination</b> procedure referred to in <b>Article 55(2)</b>.</p>	
	<p><b>4a. The Commission shall be empowered to adopt delegated acts in accordance with Article 57 concerning the requirements which the parts or equipment referred to in paragraph 1 of this Article must fulfil.</b></p>	<p><b>4a. The Commission shall be empowered to adopt delegated acts in accordance with Article 57 concerning the requirements which the parts and equipment referred to in paragraph 1 shall fulfil.</b></p>	<p><b>GREEN - CEU txt</b></p>
<p>5. These requirements may be based on the acts listed in Annex I or may consist of a comparison of the <b>part</b> or equipment with the performance of the original vehicle, or of any of its parts, as appropriate. In <b>those cases</b>, the requirements <b>must</b> ensure that the parts or equipment do not impair the functioning of those systems that are essential for the safety of the vehicle or its environmental performance.</p>	<p>5. These requirements may be based on the acts listed in Annex I or may consist of a comparison of the part or equipment with the <b>environmental or safety</b> performance of the original vehicle, or of any of its parts, as appropriate. In <b>either case</b>, the requirements <b>shall</b> ensure that the parts or equipment do not impair the functioning of those systems that are essential for the safety of the vehicle or its environmental performance.</p>	<p>5. These requirements may be based on the acts listed in Annex I or may consist of a comparison of the <b>parts</b> or equipment with the <b>environmental or safety</b> performance of the original vehicle, or of any of its parts, as appropriate. In <b>either case</b>, the requirements <b>shall</b> ensure that the parts or equipment do not impair the functioning of those systems that are essential for the safety of the vehicle or its environmental performance.</p>	<p><b>GREEN - CEU txt</b></p>
<p>Article 39 Parts <b>and</b> equipment <b>which</b> pose a <b>significant</b> risk to the correct functioning of essential systems – related requirements</p>		<p>Article 39 Parts <b>or</b> equipment <b>that may</b> pose a <b>serious</b> risk to the correct functioning of essential systems – related requirements</p>	<p><b>GREEN - CEU txt</b></p>

<p>1. For the purposes of <b><u>the first subparagraph of paragraph 1 of Article 38</u></b>, the manufacturer of parts or equipment shall submit to the approval authority a test report drafted by a designated technical service which certifies that the parts or equipment for which authorisation is sought comply with the requirements referred to in <b><u>paragraph 3</u></b>. The manufacturer may <b><u>introduce</u></b> only one application per type per part <b><u>with</u></b> only one approval authority.</p>		<p>1. For the purposes of Article 38<b><u>(1)</u></b>, the manufacturer of parts or equipment shall submit to the approval authority <b><u>an application accompanied by</u></b> a test report drafted by a designated technical service which certifies that the parts or equipment for which authorisation is sought comply with the requirements referred to in <b><u>Article 38(4a)</u></b>. The manufacturer may <b><u>submit</u></b> only one application per type per part <b><u>to</u></b> only one approval authority.</p>	<p><b>GREEN - CEU txt</b></p>
		<p><b><u>If so requested by the competent authority of another Member State, the approval authority which has given the authorisation shall, within one month of receiving that request, send to the former a copy of the requested authorisation certificate together with the attachments by means of a common secure electronic exchange system.</u></b></p>	<p><b>YELLOW - Agreed in pp but awaiting new version of the CEU text</b></p>
<p>The application shall include details <b><u>concerning</u></b> the manufacturer of the parts or equipment, the type, identification and part numbers of the parts or equipment <b><u>for which authorisation is sought, as well as</u></b> the vehicle manufacturer's name, type of vehicle and, if appropriate, years of construction or any other information permitting the identification of the vehicle <b><u>for</u></b> which the <b><u>fitting of such</u></b></p>		<p><b><u>1a.</u></b> The application shall include details <b><u>of</u></b> the manufacturer of the parts or equipment, the type, identification and part numbers of the parts or equipment, the vehicle manufacturer's name, type of vehicle and, if appropriate, years of construction or any other information permitting the identification of the vehicle <b><u>to</u></b> which the parts or equipment</p>	<p><b>GREEN - CEU txt</b></p>

parts or equipment <b><u>is intended.</u></b>		<b><u>are to be fitted.</u></b>	
When the approval authority is satisfied, taking account of the test report and other evidence, that the parts or equipment in question comply with the requirements referred to in <b><u>paragraph 3,</u></b> it shall <b><u>issue a certificate to the manufacturer without delay. This certificate shall</u></b> authorise the parts or equipment to be <b><u>sold, offered for sale or fitted to vehicles in the Community</u></b> subject to the second subparagraph of paragraph 2.		When the approval authority is satisfied, taking account of the test report and other evidence, that the parts or equipment in question comply with the requirements referred to in <b><u>Article 38(4a),</u></b> it shall authorise the parts or equipment to be <b><u>placed on the Union market and to be entered into service,</u></b> subject to the second subparagraph of paragraph 2.	<b>GREEN - CEU txt</b>
		<b><u>The approval authority shall issue a certificate to the manufacturer without unjustified delay.</u></b>	<b>GREEN - CEU txt (unjustified will be deleted throughout the text)</b>
		<b><u>1b. The Commission shall be empowered to adopt an implementing act in order to lay down a template and numbering system for the certificate referred to in the third subparagraph of paragraph 1a as well as all aspects relating to the procedure of authorisation referred to in the present Article. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 55(2).</u></b>	<b>RED - Related to delegated and implementing acts</b>
2. The manufacturer shall inform without delay the approval authority that <b><u>issued the certificate</u></b> of any change affecting		2. The manufacturer shall inform without delay the approval authority that <b><u>gave the authorisation</u></b> of any change	<b>GREEN - CEU txt</b>

<p>the conditions under which it was <b>delivered</b>. That approval authority shall decide whether the <b>certificate</b> has to be reviewed or reissued and whether further tests are necessary.</p>		<p>affecting the conditions under which it was <b>issued</b>. That approval authority shall decide whether the <b>authorisation</b> has to be reviewed or reissued and whether further tests are necessary.</p>	
<p>The manufacturer shall be responsible for ensuring that the parts <b>and</b> equipment are produced and continue to be produced under the conditions under which the <b>certificate</b> was issued.</p>		<p>The manufacturer shall be responsible for ensuring that the parts <b>or</b> equipment are produced and continue to be produced under the conditions under which the <b>authorisation</b> was issued.</p>	<p>GREEN - CEU txt</p>
<p>3. Before delivering any authorisation, the approval authority shall verify the existence of satisfactory arrangements and procedures for ensuring effective control of the conformity of production.</p>			
<p>Where the approval authority finds that the conditions for issuing the authorisation are no longer fulfilled, it shall request the manufacturer to take the necessary measures to ensure that the parts or equipment are brought back into conformity. If necessary, it shall withdraw the authorisation.</p>			
<p>4. Approval authorities from different Member States shall bring any disagreement in relation to the <b>certificates</b> referred to in paragraph <b>4</b> to the attention of the Commission. The Commission shall take the appropriate measures in order to <b>solve</b> the disagreement, including, where</p>		<p>4. Approval authorities from different Member States shall bring any disagreement in relation to the <b>authorisation</b> referred to in <b>the second subparagraph of</b> paragraph <b>1a</b> to the attention of the Commission. The Commission shall take the appropriate measures in order to <b>resolve</b> the</p>	<p>GREEN - CEU txt</p>

necessary, requiring the withdrawal of the authorisation, after having consulted the approval authorities.		disagreement, including, where necessary, requiring the withdrawal of the authorisation, after having consulted the approval authorities.	
5. <b><u>As long as the list referred to in the second subparagraph of paragraph 1</u></b> has <b><u>not</u></b> been established, Member States may maintain national provisions dealing with parts and equipment which <b><u>are capable of affecting</u></b> the correct functioning of systems <b><u>that are</u></b> essential for the safety of the vehicle or its environmental performance.		5. <b><u>Until the list referred to in Article 38(1a)</u></b> has been established, Member States may maintain national provisions dealing with parts <del>and</del> <b><u>or</u></b> equipment which <b><u>may affect</u></b> the correct functioning of systems essential for the safety of the vehicle or its environmental performance.	GREEN - CEU txt
Article 40 Recall of vehicles		Article 40 Recall of vehicles, <b><u>systems, components or separate technical units</u></b>	GREEN - CEU txt
1. Where a manufacturer who has been granted an EU whole vehicle type-approval is obliged, in accordance with Regulation (EC) 765/2008 <sup>37</sup> , to recall vehicles <b><u>already sold</u></b> , registered or <b><u>put</u></b> into service because a system, component or separate technical unit fitted to the vehicle, whether or not duly approved in accordance with this Regulation, or a part <b><u>which is</u></b> not subject to any specific requirements under type approval legislation presents a serious risk to <b><u>road</u></b> safety, <b><u>occupational safety</u></b> ,		Where a manufacturer who has been granted an EU whole-vehicle type-approval is obliged, in accordance with Regulation (EC) <del>No</del> 765/2008 <sup>37</sup> , to recall vehicles <b><u>placed on the market</u></b> , registered or <b><u>for which the manufacturer was responsible for the entry</u></b> into service, because a system, component or separate technical unit fitted to the vehicle <b><u>presents a serious risk to safety, public health or environmental protection</u></b> , whether or not duly approved in accordance with	GREEN - CEU txt

<sup>37</sup> OJ L 218 of 13.8.2008, p. 30.

<sup>37</sup> OJ L 218 of 13.8.2008, p. 30.

<p>public health or environmental protection, that manufacturer shall immediately inform the approval authority that granted the vehicle approval thereof.</p>		<p>this Regulation, or <b>because</b> a part not subject to any specific requirements under type-approval legislation presents a serious risk to safety, public health or environmental protection, that manufacturer shall immediately inform the approval authority that granted the vehicle approval thereof.</p>	
		<p><b><u>1a. Where a manufacturer of systems, components or separate technical units, who has been granted an EU type-approval is obliged, in accordance with Regulation (EC) No 765/2008, to recall systems, components or separate technical units which have been placed on the market or for which the manufacturer was responsible for the entry into service, because these present a serious risk to safety, occupational safety, public health or environmental protection, whether or not duly approved in accordance with this Regulation, the manufacturer shall immediately inform the approval authority that granted the approval.</u></b></p>	<p>GREEN - CEU txt</p>
<p>2. The manufacturer shall propose to the approval authority a set of appropriate remedies to neutralise the risk referred to in <b>paragraph 1</b>. The approval authority shall communicate the proposed <b>measures</b> to the approval authorities of the other Member States without delay.</p>		<p>2. The manufacturer shall propose to the approval authority a set of appropriate remedies to neutralise the <b>serious</b> risk referred to in <b>paragraphs 1 and 1a</b>. The approval authority shall communicate the proposed <b>remedies</b> to the approval authorities of the other Member States</p>	<p>GREEN - CEU txt</p>

		without delay.	
The approval authorities shall ensure that the <b>measures</b> are effectively implemented in their respective territories.		The approval authorities shall ensure that the <b>remedies</b> are effectively implemented in their respective territories.	GREEN - CEU txt
3. If the <b>measures</b> are considered to be insufficient <b>by the approval authority concerned</b> or <b>have not been</b> implemented quickly enough, it shall inform the approval authority that granted the <b>EU</b> vehicle type-approval without delay.		3. If the <b>remedies</b> are considered to be insufficient or not implemented quickly enough, it shall inform the approval authority that granted the vehicle <b>EU</b> type-approval without delay.	YELLOW - Agreed in pp but new text expected by the Council
The approval authority that granted the EU vehicle type-approval shall then inform the manufacturer. If the manufacturer does not propose and implement effective corrective measures, the approval authority which granted the EU type-approval shall take all protective measures required, including the withdrawal of the EU <b>vehicle</b> type-approval. In case of withdrawal of the EU <b>vehicle</b> type-approval, the approval authority shall notify the manufacturer, the approval authorities of the other Member States and the Commission by registered letter or equivalent electronic means within <b>20 working days</b> .		The approval authority that granted the EU <del>vehicle</del> type-approval shall then inform the manufacturer. If the manufacturer does not propose and implement effective corrective measures, the approval authority which granted the EU type-approval shall take all protective measures required, including the withdrawal of the EU type-approval. In <b>the</b> case of withdrawal of the EU type-approval, the approval authority shall notify <b>thereof</b> the manufacturer, the approval authorities of the other Member States and the Commission by registered letter or equivalent electronic means within <b>one month</b> .	GREEN - CEU txt
Article 41 Notification of decisions and remedies			

available			
All decisions taken pursuant to the provisions of this Regulation and all decisions refusing or withdrawing EU type-approval, or refusing registration <b>or</b> prohibiting <b>sales</b> , shall state in detail the reasons on which they are based.		<b>1.</b> All decisions taken pursuant to the provisions of this Regulation and all decisions refusing or withdrawing EU type-approval, or refusing registration, prohibiting <b>or restricting the placing on the market, registration or entry into service requiring withdrawal from the market</b> , shall state in detail the reasons on which they are based.	GREEN - CEU txt
Any such decision shall be notified to the party concerned who shall, at the same time, be informed of the remedies available to <b>him</b> under the laws in force in the Member State concerned and of the time limits allowed for the exercise of such remedies.		<b>2.</b> Any such decision shall be notified to the party concerned who shall, at the same time, be informed of the remedies available to <b>it</b> under the laws in force in the Member State concerned and of the time limits allowed for the exercise of such remedies.	GREEN - CEU txt
CHAPTER XIV INTERNATIONAL REGULATIONS			
Article 42 UNECE Regulations required for EU type-approval			
1. UNECE Regulations to which the Union has acceded and which are listed in Annex I shall be part of the EU type-approval of a vehicle <b>in the same way as the delegated acts under this Regulations. They shall apply to the categories of vehicles listed in the relevant columns in the table of Annex</b>		1. UNECE regulations <b>or amendments thereto</b> to which the Union has acceded and which are listed in Annex I <b>to this Regulation or in the delegated acts adopted under this Regulation</b> shall be part of the <b>requirements for the</b> EU type-approval of a vehicle.	YELLOW - New text from the CEU + needs to be checked by EP legal service



<b><u>I.</u></b>			
		<b><u>1a. The approval authorities of the Member States shall accept approvals granted in accordance with those UNECE regulations and, where applicable, the relevant approval marks, in place of the corresponding approvals and approval marks granted in accordance with this Regulation and its delegated acts.</u></b>	<b>YELLOW</b> - New text from the CEU + needs to be checked by EP legal service
2. When the Union has <b><u>decided to apply on a compulsory basis</u></b> a UNECE Regulation for the purpose of EU vehicle type-approval in accordance with Article 4(4) of Council Decision 97/836/EC1, the annexes to this Regulation shall be amended as appropriate <b><u>in accordance with the procedure referred to in Article 56(2).</u></b>		2. When the Union has <b><u>acceded to</u></b> a UNECE regulation <b><u>or amendments thereto</u></b> for the purpose of EU vehicle type-approval, <b><u>the Commission shall adopt a delegated act in accordance with Article 57 in order to make the UNECE regulation or its amendments compulsory, as appropriate.</u></b>	<b>YELLOW</b> - New text from the CEU + needs to be checked by EP legal service
<b><u>The act amending the annexes to this Regulation</u></b> shall specify the dates of compulsory application of the UNECE Regulation or of its amendments.		<b><u>That delegated</u></b> act shall specify the dates of compulsory application of the UNECE regulation or of its amendments <b><u>and shall include transitional provisions where appropriate.</u></b>	<b>YELLOW</b> - New text from the CEU + needs to be checked by EP legal service
		<b><u>The Commission shall adopt separate delegated acts reflecting the accession to UNECE regulations or the adoption of amendments thereto.</u></b>	<b>YELLOW</b> - New text from the CEU + needs to be checked by EP legal service

<sup>1</sup> OJ L 346, 17.12.1997, p. 78.

<p><b>Article 43</b>  <u>UNECE Regulations and EU type-approval of vehicles produced in small series</u></p>		<p><u>deleted</u></p>	<p><b>YELLOW</b> - New text from the CEU + needs to be checked by EP legal service</p>
<p><b>1. The UNECE Regulations listed in Annex I shall be considered as equivalent to the corresponding delegated acts in as much as they share the same scope and subject matter.</b></p>		<p><u>deleted</u></p>	<p><b>YELLOW</b> - New text from the CEU + needs to be checked by EP legal service</p>
<p><b>2. The approval authorities of the Member States shall accept approvals granted in accordance with those UNECE Regulations and, where applicable, the pertaining approval marks, in lieu of the corresponding approvals and approval marks granted in accordance with this Regulation and its corresponding delegated acts.</b></p>		<p><u>deleted</u></p>	<p><b>YELLOW</b> - New text from the CEU + needs to be checked by EP legal service</p>
<p><b>3. Where the Community has decided to apply, for the purposes of paragraph 1, a new UNECE Regulation or a UNECE Regulation as amended, Annex I shall be amended as appropriate, in accordance with the procedure referred to in Article 56(2).</b></p>		<p><u>deleted</u></p>	<p><b>YELLOW</b> - New text from the CEU + needs to be checked by EP legal service</p>
<p>Article 44  <u>Equivalence with other regulations</u></p>		<p>Article 44  <u>Recognition of OECD test reports for the purpose of EU type-approval</u></p>	<p><b>YELLOW</b> - New text from the CEU + needs to be checked by EP legal service</p>

<p><u>1. The Council may, acting by qualified majority on a proposal from the Commission, recognise the equivalence between the conditions or provisions for EU type-approval of systems, components and separate technical units established by this Regulation and the procedures established by international Regulations of third countries, in the framework of multilateral or bilateral agreements between the Community and third countries.</u></p>	<p><i>deleted</i></p>	<p><u>deleted</u></p>	<p><b>YELLOW</b> - New text from the CEU + needs to be checked by EP legal service</p>
<p><u>2. The complete test reports issued on the basis of the standardised OECD Codes listed in Annex I, approved according to the general rules of OECD, may be used as an alternative to the test reports drawn up under this Regulation or the separate Regulations.</u></p>	<p>2. The complete test reports issued on the basis of the standardised OECD codes listed in Annex I may be used as an alternative to the test reports drawn up under this Regulation or the separate Regulations.</p>	<p><u>deleted</u></p>	<p><b>YELLOW</b> - New text from the CEU + needs to be checked by EP legal service</p>
		<p><u>Where reference to OECD Codes is made in Annex I to this Regulation, EU type-approval shall be based on the complete test report issued on the basis of the OECD standard Codes and the conformity of production arrangements in accordance with Article 19 of the this Regulation.</u></p>	<p><b>YELLOW</b> - New text from the CEU + needs to be checked by EP legal service</p>
		<p><u>In order to be acceptable for the purposes of EU type-approval, the OECD test report referred to in the</u></p>	<p><b>YELLOW</b> - New text from the CEU + needs to be checked by EP legal service</p>

		<u>first subparagraph must have been approved in accordance with Appendix 1 to the Decision of the OECD Council revising the OECD standard Codes for the official testing of agricultural and forestry tractors of February 2011<sup>37a</sup>. Each component approved on the basis of an OECD test report in accordance with this Article shall be marked in accordance with the labelling prescriptions of the applicable OECD Code.</u>	
CHAPTER XV PROVISION OF TECHNICAL INFORMATION			
Article 45 Information intended for users			
1. The manufacturer may not supply any technical information related to the particulars provided for in this Regulation, its implementing acts or delegated acts listed in Annex I which diverges from the particulars approved by the approval authority.			
2. Where an implementing or delegated act listed in Annex I so provides, the manufacturer shall make available to users all relevant information and necessary instructions describing any		2. Where an implementing or delegated act listed in Annex I so provides, the manufacturer shall make available to users all relevant information and necessary instructions describing any	GREEN - CEU txt

<sup>37a</sup> Published on the website of the OECD - [http://www.oecd.org/document/10/0,2340,en\\_2649\\_201185\\_34735882\\_1\\_1\\_1\\_1,00.html](http://www.oecd.org/document/10/0,2340,en_2649_201185_34735882_1_1_1_1,00.html)

<p>special conditions or restrictions linked to the use of a vehicle, a component or a separate technical unit.</p>		<p>special conditions or restrictions linked to the use of a vehicle, a <b>system</b>, component or a separate technical unit.</p>	
<p><b>That</b> information shall be supplied in the official languages of the Member State where the vehicle is to be <b>sold</b>. It shall be provided, after acceptance by the approval authority, in the owner's manual.</p>		<p><b>The</b> information <b>referred to in paragraph 2</b> shall be supplied in the official languages of the Member State where the vehicle is to be <b>placed on the market, registered or is to be entering into service</b>. It shall be provided, after acceptance by the approval authority, in the owner's manual.</p>	<p>GREEN - CEU txt</p>
<p>Article 46 Information intended for manufacturers of components or separate technical units</p>			
<p>1. The vehicle manufacturer shall make available to the manufacturers of components or separate technical units all particulars which are necessary for EU type-approval of components or separate technical units, or <b>necessary</b> to obtain an authorisation under Article 38 including, where applicable, drawings <b>listed</b> in the delegated <b>act</b> listed in Annex I.</p>		<p>1. The vehicle manufacturer shall make available to the manufacturers of components or separate technical units all particulars which are necessary for EU type-approval of components or separate technical units, or to obtain an authorisation under Article 38 including, where applicable, drawings <b>referred to</b> in the delegated <b>acts</b> listed in Annex I.</p>	<p>GREEN - CEU txt</p>
<p>The vehicle manufacturer may impose a binding agreement on the manufacturers of components or separate technical units to protect the confidentiality of any information which is not in the public domain, including information related to intellectual property rights.</p>			

<p>2. The manufacturer of components or separate technical units, in <b>his</b> capacity as the holder of an EU type-approval certificate which, in accordance with Article 17(4), includes restrictions on use or special mounting conditions or both, shall provide all the detailed information thereon to the vehicle manufacturer.</p>		<p>2. The manufacturer of components or separate technical units, in <b>its</b> capacity as the holder of an EU type-approval certificate which, in accordance with Article 17(4), includes restrictions on use or special mounting conditions or both, shall provide all the detailed information thereon to the vehicle manufacturer.</p>	<p><b>GREEN - CEU txt</b></p>
<p>Where a delegated act listed in Annex I so provides, the manufacturer of components or separate technical units shall provide, together with the components or separate technical units produced, instructions regarding restrictions on use or special mounting conditions or both.</p>			
<p>CHAPTER XVI Access to <b>vehicle</b> repair and maintenance information</p>		<p>CHAPTER XVI ACCESS TO REPAIR AND MAINTENANCE INFORMATION</p>	
<p>Article 47 <b>Manufacturers'</b> obligations</p>		<p>Article 47 <b>Vehicle manufacturers'</b> obligations</p>	<p>Article 47 <b>Vehicle manufacturers'</b> obligations</p>
<p>1. Manufacturers shall provide <b>unrestricted and standardised</b> access to vehicle repair and maintenance information to independent operators through websites in a readily accessible and prompt manner. <b>In particular, this access should</b> be granted in a manner which is non-discriminatory <b>compared to the provision given or access granted to</b></p>	<p>1. Manufacturers shall provide <b>equal</b> access to vehicle repair and maintenance information to <b>authorised dealers, repairers and</b> independent operators through websites <b>using a standardised format</b> in a readily accessible and prompt manner. <b>That</b> access <b>shall</b> be granted in a non-discriminatory <b>manner</b>.</p>	<p>1. Manufacturers shall provide unrestricted access to vehicle repair and maintenance information to independent operators through websites <b>using a standardised format</b> in a readily accessible and prompt manner. In particular, this access <b>shall</b> be granted in a manner which is non-discriminatory compared to the provision given or access granted to authorised dealers and</p>	<p>1. Manufacturers shall provide <b>non-discriminatory</b> access to vehicle repair and maintenance information to <b>authorised dealers, repairers and</b> independent operators through websites <b>using a standardised format</b> in a readily accessible and prompt manner. <b>That</b> access <b>shall</b> be granted in a non-discriminatory <b>manner</b>.</p>

<i>authorised dealers and repairers.</i>		repairers.	
	<i>Software critical to the correct functioning of safety and environmental control systems shall be restricted to repair and maintenance, therefore excluding software for changing parameters and data sets.</i>		<i>Software critical to the correct functioning of safety and environmental control systems may be protected against unauthorised manipulations. However, any manipulation of these systems necessary for repair and maintenance or accessible to authorised dealers or repairers shall also be made accessible to independent operators in a non-discriminatory manner</i>
	<i>Until the Commission has adopted a common standard for the provision of the information referred to in the first subparagraph, that information shall be available in a consistent manner that can be processed with reasonable effort.</i>		<i>Until the Commission has adopted a standardised format for the provision of the information referred to in paragraph 1, that information shall be made available in a consistent manner that can be processed by independent operators with reasonable effort.</i>
<b><u>This information shall include information required for fitting parts or equipment on vehicles.</u></b>			
		<b><u>1a. Until the Commission has adopted a common standard, the information referred to in paragraph 1 shall be submitted in a consistent manner that can be processed by independent operators with reasonable effort.</u></b>	deleted
2. Manufacturers shall <i>make</i> training material <i>available to independent operators and</i> authorised dealers <i>and</i>	2. Manufacturers shall <i>provide equal access to</i> training material <i>and relevant working tools to</i> authorised dealers,	2. Manufacturers shall <b>also</b> make training material available to independent operators and authorised	Manufacturers shall <i>provide access on a non-discriminatory basis to</i> training material <i>and relevant working tools to</i>

repairers.	repairers <i>and independent operators</i> . <i>They shall also provide them with adequate training with regard to the download of software and the diagnostic trouble codes management.</i>	dealers and repairers.	authorised dealers, repairers <i>and independent operators</i> . <i>This access shall include, where applicable, adequate training with regard to the download of software, the diagnostic trouble codes management and the use of working tools.</i>
3. The information referred to in paragraph 1 shall include <i>as a minimum</i> all of the following:	3. The information referred to in paragraph 1 shall include all of the following:		New proposal following 1st trialogue  <i>3. Without prejudice to paragraph 1, the information referred to <u>there</u> shall include <u>in particular</u> the following:</i>
		<b><u>(-a) the tractor type and model;</u></b>	
(a) <b><u>the</u></b> unequivocal vehicle identification number;		(a) <b><u>an</u></b> unequivocal vehicle identification number;	
	<i>(aa) the tractor type and model;</i>		
(b) service handbooks including repair and maintenance records;			
(c) technical manuals;			
(d) component and diagnosis information (such as minimum and maximum theoretical values for measurements);			
(e) wiring diagrams;			
(f) diagnostic trouble codes, including manufacturer specific codes;			



<p>(g) the software <i>calibration identification number</i> applicable to a vehicle type;</p>	<p>(g) the software <i>part</i> number applicable to a vehicle type;</p>	<p>(g) the software <b>identification and calibration verification numbers</b> applicable to a vehicle type;</p>	<p>Agreed in 1st trialogue <b>(g) all information needed to install new or updated software on a vehicle (e.g. software part number);</b></p>
<p>(h) information <b>provided</b> concerning, and delivered by means of, proprietary tools and equipment;</p>		<p>(h) information concerning, and delivered by means of, proprietary tools and equipment;</p>	
<p>(i) data record information <b>and two-directional monitoring and</b> test data;</p>	<p>(i) data record information, test data <b>and technical information;</b></p>		<p>Agreed in 1st trialogue <b>(i) data record information, test data and any other technical information (such as two-directional monitoring data, if applicable due to the technology used);</b></p>
<p>(j) <i>work units.</i></p>	<p><i>deleted</i></p>		<p>Agreed in 1st trialogue <b>(j) standard work units or time periods for repair and maintenance tasks if made available, either directly or through a third party, to manufacturers' authorised dealers and repairers.</b></p>
	<p><b>3a. Access to vehicle and maintenance information concerning communication between tractors and towed or mounted equipment, covered by protocols defined in ISO 11783, may be also made available through consortia of manufacturers.</b></p>		<p><b>deleted</b>  Moved as recital 21b</p>

<p>4. Authorised dealers or repairers within the distribution system of a given vehicle manufacturer shall be regarded as independent operators for the purposes of this Regulation to the extent that they provide repair or maintenance services for vehicles in respect of which they are not members of the vehicle manufacturer's distribution system.</p>			
<p>5. The vehicle repair and maintenance information shall always be available, except as required for maintenance purposes of the information system.</p>			
<p>6. For the purposes of manufacture and servicing of OBD-compatible replacement or service parts and diagnostic tools and test equipment, manufacturers shall provide the relevant OBD and vehicle repair and maintenance information on a non-discriminatory basis to any interested component, diagnostic tools or test equipment <b><u>manufacturer or repairer</u></b>.</p>		<p>6. For the purposes of manufacture and servicing of OBD-compatible replacement or service parts and diagnostic tools and test equipment, manufacturers shall provide the relevant OBD and vehicle repair and maintenance information on a non-discriminatory basis to any interested <b><u>manufacturer or repairer of</u></b> component, diagnostic tools or test equipment.</p>	<p>6. For the purposes of manufacture and servicing of OBD-compatible replacement or service parts and diagnostic tools and test equipment, manufacturers shall provide the relevant OBD and vehicle repair and maintenance information on a non-discriminatory basis to any interested <b><u>manufacturer or repairer of</u></b> component, diagnostic tools or test equipment.</p>
<p>7. For the purposes of <b><u>the</u></b> design and manufacture of automotive equipment for alternative fuel <b><u>tractors</u></b>, manufacturers shall provide the relevant OBD and vehicle repair and maintenance information on a non-discriminatory basis to any interested manufacturer, installer or repairer of equipment for</p>	<p>7. For the purposes of the design and manufacture of automotive equipment for alternative fuel <b><u>vehicles</u></b>, manufacturers shall provide the relevant OBD and vehicle repair and maintenance information on a non-discriminatory basis to any interested manufacturer, installer or repairer of equipment for</p>	<p>7. For the purposes of design and manufacture of automotive equipment for alternative-fuel <b><u>vehicles</u></b>, manufacturers shall provide the relevant OBD and vehicle repair and maintenance information on a non-discriminatory basis to any interested manufacturer, installer or repairer of equipment for</p>	<p>7. For the purposes of the design and manufacture of automotive equipment for alternative fuel <b><u>vehicles</u></b>, manufacturers shall provide the relevant OBD and vehicle repair and maintenance information on a non-discriminatory basis to any interested manufacturer, installer or repairer of equipment for</p>

alternative fuel vehicles.	alternative fuel vehicles.	alternative-fuel vehicles.	alternative fuel vehicles.
8. When applying for EU type approval or national <b>type</b> approval, the manufacturer shall provide the approval authority with proof of compliance with this Regulation relating to the information required in this article.		8. When applying for EU type-approval or national approval, the manufacturer shall provide the approval authority with proof of compliance with this Regulation relating to the information required in this Article.	8. When applying for EU type-approval or national approval, the manufacturer shall provide the approval authority with proof of compliance with this Regulation relating to the information required in this Article.
In the event that such information is not available, or does not conform to this Regulation and its implementing <b>measures at that point in time</b> , the manufacturer shall provide it within six months from the date of type approval.	In the event that such information is not available, or does not conform to this Regulation and <i>to delegated and implementing acts adopted pursuant to this Regulation which are applicable when applying for EU type-approval or national type-approval</i> , the manufacturer shall provide it within six months from the date of <i>type-approval</i> .	In the event that such information is not available, or does not conform to this Regulation and its <b>delegated and implementing acts, when applying for EU type-approval or national approval</b> , the manufacturer shall provide it within six months from the date of type-approval.	In the event that such information is not available, or does not conform to this Regulation and <i>to delegated and implementing acts adopted pursuant to this Regulation which are applicable when applying for EU type-approval or national approval</i> , the manufacturer shall provide it within six months from the date of <i>approval</i> .
		<b><u>The Commission shall be empowered to adopt an implementing act in order to lay down a template [providing such proof of compliance to the type approval authority] [of a certificate on access to vehicle OBD and vehicle repair and maintenance information providing such proof of compliance to the type approval authority]. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 55(2).</u></b>	<b><u>The Commission shall be empowered to adopt an implementing act in order to lay down a template [of a certificate on access to vehicle OBD and vehicle repair and maintenance information providing such proof of compliance to the type approval authority]. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 55(2).</u></b>
9. If such proof of compliance is not provided within <b>that</b> period, the approval authority shall take appropriate measures	9. If such proof of compliance is not provided within <i>the period referred to in the second subparagraph of paragraph</i>	9. If such proof of compliance is not provided within <b>the</b> period <b>referred to in the second subparagraph of</b>	9. If such proof of compliance is not provided within <i>the period referred to in the second subparagraph of paragraph</i>

<p>to ensure compliance.</p>	<p>8, the approval authority shall take appropriate measures to ensure compliance.</p>	<p><b>paragraph 8</b>, the approval authority shall take appropriate measures to ensure compliance.</p>	<p>8, the approval authority shall take appropriate measures to ensure compliance.</p>
<p>10. The manufacturer shall make subsequent amendments and supplements to vehicle repair and maintenance information available on its websites at the same time they are made available to authorised repairers.</p>			
<p>11. Where repair and maintenance records of a vehicle are kept in a central database of the vehicle manufacturer or on its behalf, independent repairers shall have access <b>free of charge</b> to such records and shall be able to enter information on repair and maintenance which they have performed.</p>		<p>11. Where repair and maintenance records of a vehicle are kept in a central database of the vehicle manufacturer or on its behalf, independent repairers shall have access to such records <b>free of charge</b> and shall be able to enter information on repair and maintenance which they have performed.</p>	<p>11. Where repair and maintenance records of a vehicle are kept in a central database of the vehicle manufacturer or on its behalf, independent repairers shall have access to such records <b>free of charge</b> and shall be able to enter information on repair and maintenance which they have performed.</p>
<p>12. The Commission shall be <b>delegated powers</b> to adopt in accordance with Article 57 <b>a delegated act laying down the detailed</b> requirements with regard to access to repair and maintenance information, <b>in particular technical specifications relating to the way in which vehicle repair and maintenance information shall be provided.</b></p>	<p>12. The Commission shall be <b>empowered to adopt</b> delegated powers in accordance with Article 57 <b>concerning</b> the detailed requirements with regard to access to repair and maintenance information, in particular technical specifications relating to the way in which vehicle repair and maintenance information shall be provided.</p>	<p>12. The Commission shall be <b>empowered</b> to adopt <b>delegated acts</b> in accordance with Article 57 laying down the <b>details of the</b> requirements with regard to access to repair and maintenance information.</p>	<p>12. The Commission shall be <b>empowered</b> to adopt <b>delegated acts</b> in accordance with Article 57 laying down the <b>details of the</b> requirements with regard to access to repair and maintenance information, <b>in particular technical specifications relating to the way in which vehicle repair and maintenance information shall be provided.</b></p>
	<p><i>12a. The Commission shall, by means of a delegated act in accordance with</i></p>		<p>New COM proposal</p>

	<p><i>Article 57, adapt the information requirements laid down in this Article, including the technical specifications relating to the way in which information shall be provided, where the application of those requirements proves not to be appropriate to a type of vehicle on grounds of proportionality having regard in particular to the production volume of the vehicle type concerned. Where justified, such adaptation may result in an exemption from one or more information requirements. A possible adaptation or exemption shall in any event ensure that the objectives of this Article can be achieved.</i></p>		<p>12a. The Commission shall, by means of the delegated act referred to in paragraph 12, adapt the information requirements laid down in this Article, including the technical specifications relating to the way in which information shall be provided, in order to be proportionate having regard <b>in particular</b> to the specific case of manufacturer's relatively small production volume of the vehicle type concerned. In duly justified cases, such adaptation may result in an exemption from the requirement to supply the information in a standardised format. A possible adaptation or exemption shall in any event ensure that the objectives of this Article can be achieved.</p>
	<p><i>As regards vehicles of categories R and S, the Commission shall under the same conditions adopt a delegated act to ensure the adaptation or exemption referred to in the first subparagraph.</i></p>		<p>Proposition following 1st trilogue <b>deleted</b></p>
<p>Article 48 <b>Division of obligations</b> with regard to several <b>holders of</b> type-approval</p>		<p>Article 48 <b>Obligations</b> with regard to several type-approval <b>holders</b></p>	<p><b>Article 48</b> <b>Obligations</b> with regard to several type-approval <b>holders</b></p>
<p>In case of step-by-step type approval, <b>including</b> multistage type approval, the manufacturer responsible for the respective type approval shall also be responsible for communicating repair information relating to the particular</p>		<p>In <b>the</b> case of step-by-step type-approval <b>or of</b> multi-stage type-approval, the manufacturer responsible for the respective type-approval shall also be responsible for communicating repair information relating to the particular</p>	<p>In <b>the</b> case of step-by-step type-approval <b>or of</b> multi-stage type-approval, the manufacturer responsible for the respective type-approval shall also be responsible for communicating repair information relating to the particular</p>

<p>system, component, separate technical unit or the particular stage to both the final manufacturer and independent operators.</p>		<p>system, component, separate technical unit or <b>to</b> the particular stage to both the final manufacturer and independent operators.</p>	<p>system, component, separate technical unit or <b>to</b> the particular stage to both the final manufacturer and independent operators.</p>
<p>The final manufacturer shall be responsible for <b>communicating</b> information about the whole vehicle to independent operators.</p>		<p>The final manufacturer shall be responsible for <b>providing</b> information about the whole vehicle to independent operators.</p>	<p>The final manufacturer shall be responsible for <b>providing</b> information about the whole vehicle to independent operators.</p>
<p>Article 49 Fees for access to vehicle repair and maintenance information</p>			
<p>1. Manufacturers may charge reasonable and proportionate fees for access to vehicle repair and maintenance information covered by this Regulation.</p>	<p>1. Manufacturers may charge reasonable and proportionate fees for access to vehicle repair and maintenance information, <i>working tools and training courses</i> covered by this Regulation.</p>	<p>1. Manufacturers may charge reasonable and proportionate fees for access to vehicle repair and maintenance information covered by this Regulation. <b><u>A fee shall not be reasonable or proportionate if it discourages access by failing to take into account the extent to which the independent operator uses it.</u></b></p>	<p>1. Manufacturers may charge reasonable and proportionate fees for access to vehicle repair and maintenance information, <i>working tools and training courses</i> covered by this Regulation. <b><u>A fee shall not be reasonable or proportionate if it discourages access by failing to take into account the extent to which the independent operator uses it.</u></b></p>
<p><b><u>2. A fee shall not be reasonable or proportionate if it discourages access by failing to take into account the extent to which the independent operator uses it.</u></b> Manufacturers shall make available vehicle repair and maintenance information on a daily, monthly, and yearly basis, with fees for access to such information varying in accordance with the respective periods of</p>		<p>2. Manufacturers shall make available vehicle repair and maintenance information on a daily, monthly, and yearly basis, with fees for access to such information varying in accordance with the respective periods of time for which access is granted.</p>	<p>2. Manufacturers shall make available vehicle repair and maintenance information on a daily, monthly, and yearly basis, with fees for access to such information varying in accordance with the respective periods of time for which access is granted.</p>

time for which access is granted.			
Article 50 <b>Penalties</b> (moved to Article 59a)	<i>(This Article shall be moved to Chapter XIX - Final provisions)</i>	Article 50 <b><u>Forum on Access to Vehicle Information</u></b>	Article 50 <b><u>Forum on Access to Vehicle Information</u></b>
<b><u>1. Member States shall lay down the provisions on penalties applicable for infringement by manufacturers of the provisions of this Regulation and shall take all measures necessary to ensure that they are implemented. The penalties provided for must be effective, proportionate and dissuasive. Member States shall notify those provisions to the Commission by [6 months after publication of this Regulation] and shall notify it without delay of any subsequent amendment affecting them.</u></b>	1. Member States shall lay down the provisions on penalties applicable for infringement by manufacturers of the provisions of this Regulation and shall take all measures necessary to ensure that they are implemented. The penalties provided for must be effective, proportionate and dissuasive. Member States shall notify those provisions to the Commission by * and shall notify it without delay of any subsequent amendment affecting them.	<b><u>deleted</u></b>	<b><u>deleted</u></b>  Penalties moved as article 59a
<b><u>2. The types of infringements which are subject to a penalty shall include:</u></b>		<b><u>deleted</u></b>	<b><u>deleted</u></b>
<b><u>(a) making false declarations during the approval procedures or procedures leading to a recall;</u></b>		<b><u>deleted</u></b>	<b><u>deleted</u></b>
<b><u>(b) falsifying test results for type approval or in-service conformity;</u></b>		<b><u>deleted</u></b>	<b><u>deleted</u></b>
<b><u>(c) withholding data or technical specifications which could lead to</u></b>		<b><u>deleted</u></b>	<b><u>deleted</u></b>

<b><u>recall or withdrawal of type approval;</u></b>			
<b><u>(d) use of defeat devices;</u></b>		<b><u>deleted</u></b>	<b><u>deleted</u></b>
<b><u>(e) refusal to provide access to information.</u></b>		<b><u>deleted</u></b>	<b><u>deleted</u></b>
		<b><u>The scope of application of the activities carried out by the Forum on Access to Vehicle Information established in accordance with Article 13(9) of Commission Regulation (EC) No 692/2008<sup>37b</sup> shall be extended to the vehicles covered by this Regulation.</u></b>	<b><u>The scope of application of the activities carried out by the Forum on Access to Vehicle Information established in accordance with Article 13(9) of Commission Regulation (EC) No 692/2008<sup>37b</sup> shall be extended to the vehicles covered by this Regulation.</u></b>
		<b><u>On the basis of evidence of deliberate or unintentional misuse of vehicle OBD and vehicle repair and maintenance information, the Forum shall advise the Commission on measures to prevent such misuse of information.</u></b>	<b><u>On the basis of evidence of deliberate or unintentional misuse of vehicle OBD and vehicle repair and maintenance information, the Forum shall advise the Commission on measures to prevent such misuse of information.</u></b>
CHAPTER XVII DESIGNATION AND NOTIFICATION OF TECHNICAL SERVICES			
	<i>Article 50a</i>	<b><u>Article 50a</u></b>	<b><u>GREEN - EP/CEU txt identical</u></b>

<sup>37b</sup> **OJ L 199, 28.7.2008, p.1**  
<sup>37b</sup> **OJ L 199, 28.7.2008, p.1**



	<i>Requirements relating to technical services</i>	<u>Requirements relating to technical services</u>	GREEN - EP/CEU txt identical
	<i>1. For the purposes of designation pursuant to Article 51 and notification pursuant to Article 53, technical services shall meet the requirements laid down in paragraphs 2 to 11 of this Article.</i>	<u>1. For the purposes of designation pursuant to Article 51 and notification pursuant to Article 53, technical services shall meet the requirements laid down in paragraphs 2 to 11 of this Article.</u>	GREEN - EP/CEU txt identical
	<i>2. Without prejudice to Article 51(1), a technical service shall be established under the national law of a Member State and have legal personality.</i>	<u>2. Without prejudice to Article 51(1), a technical service shall be established under the national law of a Member State and have legal personality.</u>	GREEN - EP/CEU txt identical
	<i>3. A technical service shall be a third-party body independent of the process of design, manufacturing, provision, assembly, use or maintenance of vehicle, system, component or separate technical unit it assesses.</i>	<u>3. A technical service shall be a third-party body independent of the process of design, manufacturing, provision, assembly, use or maintenance of vehicle, system, component or separate technical unit it assesses.</u>	GREEN - EP/CEU txt identical
	<i>A body belonging to a business association or professional federation representing undertakings involved in the design, manufacturing, provision, assembly, use or maintenance of vehicles, systems, components or separate technical units which it assesses, tests or inspects may, on condition that its independence and the absence of any conflict of interest are demonstrated, be considered as fulfilling the requirements of the first</i>	<u>A body belonging to a business association or professional federation representing undertakings involved in the design, manufacturing, provision, assembly, use or maintenance of vehicles, systems, components or separate technical units which it assesses, tests or inspects may, on condition that its independence and the absence of any conflict of interest are demonstrated, be considered as fulfilling the requirements of the first</u>	GREEN - EP/CEU txt identical

	<i>subparagraph.</i>	<u>subparagraph.</u>	
	<p><i>4. A technical service, its top-level management and the personnel responsible for carrying out the assessment tasks shall not be the designer, manufacturer, supplier, installer, purchaser, owner, user or maintainer of the vehicles, systems, components or separate technical units which they assess, nor the authorised representative of any of those parties. This shall not preclude the use of assessed vehicles, systems, components or separate technical units that are necessary for the operation of the technical service or the use of such vehicles, systems, components or separate technical units for personal purposes.</i></p>	<p><u>4. A technical service, its top-level management and the personnel responsible for carrying out the assessment tasks may not be the designer, manufacturer, supplier, installer, purchaser, owner, user or maintainer of the vehicles, systems, components or separate technical units which they assess, nor the authorised representative of any of those parties. This shall not preclude the use of assessed vehicles, systems, components or separate technical units that are necessary for the operation of the technical service or the use of such vehicles, systems, components or separate technical units for personal purposes.</u></p>	GREEN - EP/CEU txt identical
	<p><i>A technical service, its top-level management and the personnel responsible for carrying out the assessment, testing or inspection tasks shall not be directly involved in the design, manufacture or construction, marketing, installation, use or maintenance of those vehicles, systems, components or separate technical units, or represent the parties engaged in those activities. They shall not engage in any activity that may conflict with their independence of judgment or integrity in relation to the assessment</i></p>	<p><u>A technical service, its top-level management and the personnel responsible for carrying out the assessment, testing or inspection tasks may not be directly involved in the design, manufacture or construction, marketing, installation, use or maintenance of those vehicles, systems, components or separate technical units, or represent the parties engaged in those activities. They may not engage in any activity that may conflict with their independence of judgment or integrity in relation to the</u></p>	GREEN - EP/CEU txt identical

	<i>activities for which they are notified. This shall in particular apply to consultancy services.</i>	<u>assessment activities for which they are notified. This shall in particular apply to consultancy services.</u>	
	<i>Technical services shall ensure that the activities of their subsidiaries or subcontractors do not affect the confidentiality, objectivity or impartiality of their conformity assessment activities.</i>	<u>Technical services shall ensure that the activities of their subsidiaries or subcontractors do not affect the confidentiality, objectivity or impartiality of their conformity assessment activities.</u>	GREEN - EP/CEU txt identical
	<i>5. Technical services and their personnel shall carry out the assessment activities with the highest degree of professional integrity and the requisite technical competence in the specific field and shall be free from all pressures and inducements, particularly financial, which might influence their judgment or the results of their assessment activities, especially such pressures or inducements emanating from persons or groups of persons with an interest in the results of those activities.</i>	<u>5. Technical services and their personnel shall carry out the assessment activities with the highest degree of professional integrity and the requisite technical competence in the specific field and shall be free from all pressures and inducements, particularly financial, which might influence their judgment or the results of their assessment activities, especially such pressures or inducements emanating from persons or groups of persons with an interest in the results of those activities.</u>	GREEN - EP/CEU txt identical
	<i>6. Technical services shall be capable of carrying out all the conformity assessment tasks assigned to them and for which they have been notified, whether those tasks are carried out by the technical service itself or on its behalf and under its responsibility.</i>	<u>6. Technical services shall be capable of carrying out all the conformity assessment tasks assigned to them and for which they have been notified, whether those tasks are carried out by the technical service itself or on its behalf and under its responsibility.</u>	GREEN - EP/CEU txt identical
	<i>7. At all times and for each assessment</i>	<u>7. At all times and for each assessment</u>	GREEN - EP/CEU txt identical

	<i>task and each kind or category of vehicles, systems, components or separate technical units for which it has been notified, a technical service shall have at its disposal the following:</i>	<u>task and each kind or category of vehicles, systems, components or separate technical units for which it has been notified, technical services shall have at its disposal the following:</u>	
	<i>(a) personnel with technical knowledge and sufficient and appropriate experience to perform the assessment task;</i>	<u>(a) personnel with technical knowledge and sufficient and appropriate experience to perform the assessment task;</u>	GREEN - EP/CEU txt identical
	<i>(b) descriptions of the procedures for the assessment task, ensuring the transparency and reproducibility of those procedures, as well as appropriate policies and procedures in place that distinguish between tasks it carries out as a technical service and other activities;</i>	<u>(b) descriptions of the procedures for the assessment task, ensuring the transparency and reproducibility of those procedures, whereby the technical service shall have appropriate policies and procedures as well as appropriate policies and procedures in place that distinguish between tasks it carries out as a technical service and other activities;</u>	GREEN - EP/CEU txt identical
	<i>(c) procedures for the performance of activities which take due account of the size of an undertaking, the sector in which it operates, its structure, the degree of complexity of the technology of the vehicle, system, component or separate technical unit in question, and the mass or serial nature of the production process.</i>	<u>(c) procedures for the performance of activities which take due account of the size of an undertaking, the sector in which it operates, its structure, the degree of complexity of the technology of the vehicle, system, component or separate technical unit in question, and the mass or serial nature of the production process.</u>	GREEN - EP/CEU txt identical
	<i>8. Technical services shall have the means necessary to perform the technical and administrative tasks</i>	<u>8. Technical services shall have the means necessary to perform the technical and administrative tasks</u>	GREEN - EP/CEU txt identical

	<i>connected with the conformity assessment activities in an appropriate manner and shall have access to all necessary equipment or facilities.</i>	<u>connected with the conformity assessment activities in an appropriate manner and shall have access to all necessary equipment or facilities.</u>	
	<i>9. The personnel responsible for carrying out conformity assessment activities shall have the following:</i>	<u>9. The personnel responsible for carrying out conformity assessment activities shall have the following:</u>	GREEN - EP/CEU txt identical
	<i>(a) sound technical and vocational training covering all the conformity assessment activities for which the technical service has been notified;</i>	<u>(a) sound technical and vocational training covering all the conformity assessment activities for which the technical service has been notified;</u>	GREEN - EP/CEU txt identical
	<i>(b) satisfactory knowledge of the requirements of the assessments they carry out and adequate authority to carry out those assessments;</i>	<u>(b) satisfactory knowledge of the requirements of the assessments they carry out and adequate authority to carry out those assessments;</u>	GREEN - EP/CEU txt identical
	<i>(c) appropriate knowledge and understanding of the safety and environmental requirements and other relevant provisions of this Regulation and the acts listed in Annex I;</i>	<u>(c) appropriate knowledge and understanding of the safety and environmental requirements and other relevant provisions of this Regulation and the acts listed in Annex II;</u>	GREEN - EP/CEU txt identical
	<i>(d) the ability to draw up certificates, records and reports demonstrating that assessments have been carried out.</i>	<u>(d) the ability to draw up certificates, records and reports demonstrating that assessments have been carried out.</u>	GREEN - EP/CEU txt identical
	<i>10. The impartiality of the technical services, their top-level management and the assessment personnel shall be ensured.</i>	<u>10. The impartiality of the technical services, their top-level management and the assessment personnel shall be guaranteed.</u>	GREEN - EP/CEU txt identical

	<i>11. The remuneration of the top-level management and assessment personnel of a technical service shall not depend on the number of assessments carried out or on the results of those assessments.</i>	<u>11. The remuneration of the top-level management and assessment personnel of a technical service shall not depend on the number of assessments carried out or on the results of those assessments.</u>	GREEN - EP/CEU txt identical
	<i>12. Technical services shall take out liability insurance unless liability is assumed by the Member State in accordance with national law, or the Member State itself is directly responsible for the conformity assessment.</i>	<u>12. Technical services shall take out liability insurance unless liability is assumed by the Member State in accordance with national law, or the Member State itself is directly responsible for the conformity assessment.</u>	GREEN - EP/CEU txt identical
	<i>13. The personnel of a technical service shall observe professional secrecy with regard to all information obtained in carrying out their tasks under this Regulation or any provision of national law giving effect to it, except in relation to the competent authorities of the Member State in which its activities are carried out. Proprietary rights shall be protected.</i>	<u>13. The personnel of a technical service shall observe professional secrecy with regard to all information obtained in carrying out their tasks under this Regulation or any provision of national law giving effect to it, except in relation to the competent authorities of the Member State where the technical service is carrying out its activities or where the type-approval has been issued. Proprietary rights shall be protected.</u>	GREEN - EP/CEU txt identical
	<i>Article 50b</i>	<u>Article 50b</u>	GREEN - EP/CEU txt identical
	<i>Subsidiaries of and subcontracting by technical services</i>	<u>Subsidiaries of and subcontracting by technical services</u>	GREEN - EP/CEU txt identical
	<i>1. Activities of a technical service may be subcontracted or carried out by a</i>	<u>1. Technical services may subcontract some of their activities or have these</u>	GREEN - EP/CEU txt identical

	<i>subsidiary only with the agreement of the manufacturer.</i>	<u>activities carried out by a subsidiary only with the agreement of their designating approval authority.</u>	
	<i>2. Where a technical service subcontracts specific tasks connected with conformity assessment or has recourse to a subsidiary, it shall ensure that the subcontractor or the subsidiary meets the requirements set out in Article 50a and shall inform the notifying authority accordingly.</i>	<u>2. Where a technical service subcontracts specific tasks connected with conformity assessment or has recourse to a subsidiary, it shall ensure that the subcontractor or the subsidiary meets the requirements set out in Article 50a and shall inform the designating approval authority accordingly.</u>	GREEN - EP/CEU txt identical
	<i>3. Technical services shall take full responsibility for the tasks performed by any subcontractors or subsidiaries, wherever these are established.</i>	<u>3. Technical services shall take full responsibility for the tasks performed by any subcontractors or subsidiaries, wherever these are established.</u>	GREEN - EP/CEU txt identical
	<i>4. Technical services shall keep at the disposal of the notifying authority the relevant documents concerning the assessment of the qualifications of the subcontractor or the subsidiary and the work carried out by them under this Regulation.</i>	<u>4. Technical services shall keep at the disposal of the designating approval authority the relevant documents concerning the assessment of the qualifications of the subcontractor or the subsidiary and the work carried out by them under this Regulation.</u>	GREEN - EP/CEU txt identical
Article 51 Designation of technical services			
1. Technical services designated by <u>national</u> authorities for the purposes of this Article shall comply with the provisions of this Regulation.	1. Technical services designated by <u>approval</u> authorities for the purposes of this Article shall comply with the provisions of this Regulation.	1. Technical services designated by <u>approval</u> authorities for the purposes of this Article shall comply with the provisions of this Regulation.	GREEN - EP/CEU txt identical

<p>2. <b>The technical</b> services shall carry out themselves or supervise the tests required for approval or inspections set out in this Regulation or in one of the acts listed in Annex I, except where alternative procedures are permitted. The technical services may not conduct tests or inspections for which they have not been duly designated.</p>		<p>2. <b>Technical</b> services shall carry out themselves or supervise the tests required for approval or inspections <b>as</b> set out in this Regulation or in one of the acts listed in Annex I, except where alternative procedures are permitted. The technical services may not conduct tests or inspections for which they have not been duly designated.</p>	<p><b>GREEN - EP/CEU txt identical</b></p>
<p>3. <b>The technical</b> services shall fall into one or more of the five following categories of activities, depending on their field of competence:</p>		<p>3. <b>Technical</b> services shall fall into one or more of the five following categories of activities, depending on their field of competence:</p>	<p><b>GREEN - EP/CEU txt identical</b></p>
<p>(a) category A, technical services which carry out in their own facilities the tests referred to in this Regulation and in the acts listed in Annex I;</p>			
<p>(b) category B, technical services which supervise the tests referred to in this Regulation and in the acts listed in Annex I, performed in the manufacturer's facilities or in the facilities of a third party;</p>		<p>(b) category B, technical services which supervise the tests referred to in this Regulation and in the acts listed in Annex I, <b>where such tests are</b> performed in the manufacturer's facilities or in the facilities of a third party;</p>	<p><b>GREEN - EP/CEU txt identical</b></p>
<p>(c) category C, technical services which assess and monitor on a regular basis the manufacturer's procedures for controlling conformity of production;</p>			
<p>(d) category D, technical services which supervise or perform tests or inspections</p>		<p>(d) category D, technical services which supervise or perform tests or inspections</p>	



<b>in the framework of</b> the surveillance of conformity of production;		<b>for</b> the surveillance of conformity of production;	
(e) category E, technical services in charge of individual approvals.			
4. Technical services shall demonstrate appropriate skills, specific technical knowledge and proven experience in the specific fields covered by this Regulation and the acts listed in Annex I. <b>Technical services</b> shall comply with the standards <b>set up</b> in the delegated act which are relevant for the activities they carry out. However, such compliance is not required for the purposes of the last stage of a multi-stage type-approval <b>procedure as referred to in Article 32(1)</b> .	4. Technical services shall demonstrate appropriate skills, specific technical knowledge and proven experience in the specific fields covered by this Regulation and the acts listed in Annex I. <b>In addition, technical services</b> shall comply with the standards <b>laid down</b> in the delegated act <b>referred to in Article 51a</b> which are relevant for the activities they carry out. However, such compliance is not required for the purposes of the last stage of a multi-stage type-approval.	4. Technical services shall demonstrate appropriate skills, specific technical knowledge and proven experience in the specific fields covered by this Regulation and the acts listed in Annex I. <b>In addition, technical services</b> shall comply with the standards <b>laid down</b> in the delegated act <b>referred to in Article 51a</b> which are relevant for the activities they carry out. However, such compliance is not required for the purposes of the last stage of a multi-stage type-approval.	<b>GREEN - EP/CEU txt identical</b>
5. An approval authority may be designated as a technical service for one or more of the activities referred to in paragraph 3.			
<b><u>6. A manufacturer or a subcontracting party acting on his behalf may only be designated as a technical service for category A activities with regard to the technical requirements for which self-testing is allowed in a delegated act adopted under this regulation.</u></b>	<i>deleted</i>	<b><u>deleted</u></b>	<b>GREEN - EP/CEU txt identical</b>
7. Technical services, other than those designated in accordance with		7. Technical services <b>of a third country</b> , other than those designated in	<b>GREEN - EP/CEU txt identical</b>

<p><b>paragraph 6, of a third country</b> may be notified for the purposes of Article 53 only <b>in the framework of</b> a bilateral agreement between the Union and the third country <b>in question</b>.</p>		<p>accordance with <b>Article 51a</b>, may be notified for the purposes of Article 53 only <b>if such an acceptance of technical services is provided for by</b> a bilateral agreement between the Union and the third country <b>concerned</b>.</p>	
<p><b><u>8. The Commission shall be delegated powers to adopt in accordance with Article 57 a delegated act laying down the standards with which the technical services have to comply and the procedure for the assessment of technical services in order to ensure that these services meet the same high level of performance standards in all Member States.</u></b></p>	<p><i>deleted</i></p>	<p><b><u>deleted</u></b></p>	<p><b>GREEN - EP/CEU txt identical</b></p>
	<p><i>Article 51a</i></p>	<p><b><u>Article 51a</u></b></p>	<p><b>GREEN - EP/CEU txt identical</b></p>
	<p><i>Accredited in-house technical services</i></p>	<p><b><u>Accredited in-house technical services of the manufacturer</u></b></p>	<p><b>GREEN - EP/CEU txt identical</b></p>
	<p><i>1. An accredited in-house technical service of a manufacturer may be used to carry out assessment activities for the undertaking of which it forms part only for category A activities with regard to technical requirements for which self-testing is allowed by a delegated act adopted under this Regulation. That body shall constitute a separate and distinct part of the undertaking and shall not be involved in the design, production, supply, installation or</i></p>	<p><b><u>1. An accredited in-house technical service of a manufacturer may be used to carry out assessment activities for the undertaking of which it forms part only for category A activities with regard to technical requirements for which self-testing is allowed by a delegated act adopted under this Regulation. That technical service shall constitute a separate and distinct part of the undertaking and shall not be involved in the design, production,</u></b></p>	<p><b>GREEN - EP/CEU txt identical</b></p>

	<i>maintenance of the vehicles, systems, components or separate technical units it assesses.</i>	<u>supply, installation or maintenance of the vehicles, systems, components or separate technical units it assesses.</u>	
	<i>2. An accredited in-house technical service shall meet the following requirements:</i>	<u>2. An accredited in-house technical service shall meet the following requirements:</u>	GREEN - EP/CEU txt identical
	<i>(a) it shall be accredited in accordance with Regulation (EC) No 765/2008;</i>	<u>(a) it shall be accredited in accordance with Article 51b;</u>	YELLOW - Comment expected by the EC
	<i>(b) the accredited in-house technical service and its personnel shall be organisationally identifiable and have reporting methods within the undertaking of which they form part which ensure their impartiality and demonstrate it to the relevant national accreditation body;</i>	<u>(b) the accredited in-house technical service and its personnel shall be organisationally identifiable and have reporting methods within the undertaking of which they form part which ensure their impartiality and demonstrate it to the relevant national accreditation body;</u>	GREEN - EP/CEU txt identical
	<i>(c) neither the accredited in-house technical service nor its personnel shall be responsible for the design, manufacture, supply, installation, operation or maintenance of the vehicles, systems, components or separate technical units they assess nor shall they engage in any activity that might conflict with their independence of judgment or integrity in relation to their assessment activities;</i>	<u>(c) neither the accredited in-house technical service nor its personnel shall be responsible for the design, manufacture, supply, installation, operation or maintenance of the vehicles, systems, components or separate technical units they assess nor shall they engage in any activity that might conflict with their independence of judgment or integrity in relation to their assessment activities;</u>	GREEN - EP/CEU txt identical
	<i>(d) the accredited in-house technical</i>	<u>(d) the accredited in-house technical</u>	GREEN - EP/CEU txt identical

	<i>service shall supply its services exclusively to the undertaking of which it forms part.</i>	<u>service shall supply its services exclusively to the undertaking of which it forms part.</u>	
	<i>3. An accredited in-house technical service shall not be notified to the Member States or the Commission, for the purposes of Article 53, but information concerning its accreditation shall be given by the undertaking of which it forms part or by the national accreditation body to the notifying authority at the request of that authority.</i>	<u>3. An accredited in-house technical service shall not be notified to the Member States or the Commission, for the purposes of Article 53 but information concerning its accreditation shall be given by the undertaking of which it forms part or by the national accreditation body to the notifying authority at the request of that authority.</u>	GREEN - EP/CEU txt identical
	<i>Article 51b</i>	<u>Article 51b</u>	GREEN - EP/CEU txt identical
	<i>Procedures for performance standards and assessment of technical services</i>	<u>Procedures for performance standards and assessment of technical services</u>	GREEN - EP/CEU txt identical
	<i>In order to ensure that technical services meet the same high level of performance standards in all Member States, the Commission shall be empowered to adopt delegated acts in accordance with Article 57 concerning the standards with which the technical services have to comply and the procedure for the assessment of technical services.</i>	<u>In order to ensure that these services meet the same high level of performance standards in all Member States, the Commission shall be empowered to adopt delegated acts in accordance with Article 57 concerning the standards with which the technical services have to comply and the procedure for the assessment of technical services.</u>	GREEN - EP/CEU txt identical
Article 52 Assessment of the skills of the technical services			

<p>1. The <b><u>skills referred to in Article 51</u></b> shall <b><u>be demonstrated by</u></b> an assessment report <b><u>established by a competent authority. This may include a certificate of accreditation issued by an accreditation body.</u></b></p>		<p>1. The <b><u>competent authority</u></b> shall <b><u>draw up</u></b> an assessment report <b><u>demonstrating that the candidate technical service has been assessed for its compliance with the requirements of this Regulation and the delegated acts adopted under this Regulation.</u></b></p>	<p><b>YELLOW</b> - Comment expected by the EC</p>
<p>2. The assessment on which the report referred to in paragraph 1 is based shall be conducted in accordance with the provisions laid down in a delegated act <b><u>in accordance with Article 51 (8) under this regulation.</u></b> The assessment report shall be reviewed after a maximum period of three years.</p>		<p>2. The assessment on which the report referred to in paragraph 1 is based shall be conducted in accordance with the provisions laid down in a delegated act <b><u>referred to in Article 51b.</u></b> The assessment report shall be reviewed after a maximum period of three years.</p>	<p><b>YELLOW</b> - Comment expected by the EC</p>
<p>3. The assessment report shall be communicated to the Commission upon request.</p>		<p>3. The assessment report shall be communicated to the Commission upon request . <b><u>In such cases, where the assessment is not based on an accreditation certificate issued by a national accreditation body attesting that the technical service fulfils the requirements of this Regulation, the notifying authority shall provide the Commission and the other Member States with documentary evidence which attests the technical service's competence and the arrangements in place to ensure that the technical service is monitored regularly and satisfies the requirements of this Regulation and its delegated acts.</u></b></p>	<p><b>YELLOW</b> - Comment expected by the EC</p>

<p>4. The approval authority <b>which</b> intends to be designated as a technical service shall demonstrate compliance through documentary evidence. This <b><u>documentary evidence may consist in</u></b> an assessment conducted by auditors independent of the activity being assessed. Such auditors may be from <b><u>within</u></b> the same organisation provided that they are managed <b><u>autonomously</u></b> from personnel undertaking the assessed activity.</p>		<p>4. The approval authority <b>that</b> intends to be designated as a technical service shall demonstrate compliance through documentary evidence. This <b><u>shall include</u></b> an assessment conducted by auditors independent of the activity being assessed. Such auditors may be from the same organisation provided that they are managed <b><u>separately</u></b> from personnel undertaking the assessed activity.</p>	<p><b>YELLOW</b> - Comment expected by the EC</p>
<p>5. <b><u>A manufacturer or a subcontracting party acting on his behalf, designated as a</u></b> technical service, shall comply with the relevant provisions of this Article.</p>		<p>5. <b><u>An accredited in-house</u></b> technical service shall comply with the relevant provisions of this Article.</p>	<p><b>YELLOW</b> - Comment expected by the EC</p>
<p>Article 53 Procedures for notification</p>			
<p>1. Member States shall notify to the Commission the name, the address including electronic address, the responsible persons and the category of activities <b><u>with respect to</u></b> each designated technical service. <b><u>They shall notify it of</u></b> any subsequent modifications thereto. The notification act shall state <b><u>in respect of</u></b> which subjects listed in Annex I the technical services have been designated.</p>		<p>1. Member States shall notify to the Commission the name, the address including electronic address, the responsible persons and the category of activities <b><u>for</u></b> each designated technical service <b><u>as well as</u></b> any subsequent modifications thereto. The notification act shall state <b><u>for</u></b> which subjects listed in Annex I the technical services have been designated.</p>	<p><b>YELLOW</b> - Comment expected by the EC</p>

<p>2. A technical service may conduct the activities referred to in Article <b>50</b> for the purposes of type-approval for the Member State which designated it only if it has been notified beforehand to the Commission.</p>		<p>2. A technical service may conduct the activities referred to in Article <b>51(3)</b> for the purposes of type-approval for the Member State which designated it only if it has been notified beforehand to the Commission <b><u>and where no objections are raised by the Commission or the other Member States within two weeks of a notification where an accreditation certificate is used or within two months of a notification where an accreditation certificate is not used.</u></b></p>	<p><b>YELLOW</b> - Comment expected by the EC</p>
<p>3. The same technical service may be designated and notified by several Member States irrespective of the category of activities <b>which</b> it conducts.</p>		<p>3. The same technical service may be designated and notified by several Member States irrespective of the category of activities it conducts.</p>	<p><b>YELLOW</b> - Comment expected by the EC</p>
		<p><b><u>3a. The Commission and the other Member States shall be notified of any subsequent relevant changes to the notification.</u></b></p>	<p><b>YELLOW</b> - Comment expected by the EC</p>
<p>4. Where a specific organisation or competent body, <b><u>the activity of which is not included in</u></b> those referred to in Article 51, needs to be designated in application of an act listed in Annex I the notification shall be made in accordance with <b><u>the provisions of</u></b> this Article.</p>		<p>4. Where a specific organisation or competent body <b><u>carrying out an activity not included in</u></b> those referred to in Article 51<b>(3)</b>, needs to be designated in application of an act listed in Annex I the notification shall be made in accordance with this Article.</p>	<p><b>YELLOW</b> - Comment expected by the EC</p>
<p>5. The Commission shall publish on its web-site a list and details <b><u>regarding the approval authorities and</u></b> technical</p>		<p>5. The Commission shall publish on its web-site a list and details <b><u>of</u></b> the technical</p>	

services.		services.	
	<i>Article 53a</i>	<u>Article 53a</u>	GREEN - EP/CEU txt identical
	<i>Changes to notifications</i>	<u>Changes to designations</u>	GREEN - CEU txt
	<i>1. Where a notifying Member State has ascertained or has been informed that a technical service no longer meets the requirements laid down in this Regulation, or that it is failing to fulfil its obligations, the notifying Member State shall restrict, suspend or withdraw notification as appropriate, depending on the seriousness of the failure to meet those requirements or fulfil those obligations. The notifying Member State shall immediately inform the Commission and the other Member States accordingly.</i>	<u>1. Where a notifying Member State has ascertained or has been informed that a technical service no longer meets the requirements laid down in this Regulation, or that it is failing to fulfil its obligations, the notifying Member State shall restrict, suspend or withdraw designation as appropriate, depending on the seriousness of the failure to meet those requirements or fulfil those obligations. The notifying Member State shall immediately inform the Commission and the other Member States accordingly. The Commission shall modify accordingly the information published referred to in Article 53(5).</u>	GREEN - CEU txt
	<i>2. In the event of restriction, suspension or withdrawal of notification, or where the technical service has ceased its activity, the notifying Member State shall take appropriate steps to ensure that the files of that technical service are either processed by another technical service or kept available for the competent notifying and market surveillance authorities at their request.</i>	<u>2. In the event of restriction, suspension or withdrawal of designation, or where the technical service has ceased its activity, the notifying Member State shall take appropriate steps to ensure that the files of that technical service are either processed by another technical service or kept available for the competent notifying and market surveillance</u>	GREEN - EP/CEU txt identical



		<u>authorities at their request.</u>	
	<i>Article 53b</i>	<u>Article 53b</u>	GREEN - EP/CEU txt identical
	<i>Challenge to the competence of technical services</i>	<u>Challenge to the competence of technical services</u>	GREEN - EP/CEU txt identical
	<i>1. The Commission shall investigate all cases where it doubts, or doubt is brought to its attention, regarding the competence of a technical service or the continued fulfilment by a technical service of the requirements and responsibilities to which it is subject.</i>	<u>1. The Commission shall investigate all cases where it doubts, or doubt is brought to its attention, regarding the competence of a technical service or the continued fulfilment by a technical service of the requirements and responsibilities to which it is subject.</u>	GREEN - EP/CEU txt identical
	<i>2. The notifying Member State shall provide the Commission, on request, with all information relating to the basis for the notification or the maintenance of the competence of the technical service concerned.</i>	<u>2. The notifying Member State shall provide the Commission, on request, with all information relating to the basis for the designation or the maintenance of the competence of the technical service concerned.</u>	GREEN - EP/CEU txt identical
	<i>3. The Commission shall ensure that all sensitive information obtained in the course of its investigations is treated confidentially.</i>	<u>3. The Commission shall ensure that all sensitive information obtained in the course of its investigations is treated confidentially.</u>	GREEN - EP/CEU txt identical
	<i>4. Where the Commission ascertains that a technical service does not meet or no longer meets the requirements for its notification, it shall inform the notifying Member State accordingly and request it to take the necessary corrective measures, including the withdrawal of the notification if</i>	<u>4. Where the Commission ascertains that a technical service does not meet or no longer meets the requirements for its designation, it shall inform the notifying Member State accordingly and request it to take the necessary corrective measures, including the withdrawal of the designation if</u>	GREEN - EP/CEU txt identical

	<i>necessary.</i>	<u>necessary.</u>	
	<i>Article 53c</i>	<u>Article 53c</u>	GREEN - EP/CEU txt identical
	<i>Operational obligations of technical services</i>	<u>Operational obligations of technical services</u>	GREEN - EP/CEU txt identical
	<i>1. Technical services shall carry out conformity assessments in accordance with the assessment procedures provided for in this Regulation.</i>	<u>1. Technical services shall carry out conformity assessments in accordance with the assessment procedures provided for in this Regulation.</u>	GREEN - EP/CEU txt identical
		<u>1a. Technical services shall at all times allow their designating approval authority to witness the technical service during the conformity assessment as appropriate.</u>	GREEN - CEU txt
	<i>2. Conformity assessments shall be carried out in a proportionate manner, avoiding unnecessary burdens for economic operators. Technical services shall perform their activities taking due account of the size of an undertaking, the sector in which it operates, its structure, the degree of complexity of the technology of the vehicle, system, component or separate technical unit in question and the mass or serial nature of the production process.</i>	<u>2. Conformity assessments shall be carried out in a proportionate manner, avoiding unnecessary burdens for economic operators. Technical services shall perform their activities taking due account of the size of an undertaking, the sector in which it operates, its structure, the degree of complexity of the technology of the vehicle, system, component or separate technical unit in question and the mass or serial nature of the production process.</u>	GREEN - EP/CEU txt identical
	<i>3. When carrying out conformity assessment, technical services shall nevertheless respect the degree of</i>	<u>3. When carrying out conformity assessment, technical services shall nevertheless respect the degree of</u>	GREEN - EP/CEU txt identical

	<i>rigour and the level of protection required for the compliance of the vehicle, system, component or separate technical unit with the provisions of this Regulation.</i>	<u>rigour and the level of protection required for the compliance of the vehicle, system, component or separate technical unit with the provisions of this Regulation.</u>	
	<i>4. Where a technical service finds that requirements laid down in this Regulation have not been met by a manufacturer, it shall request the type-approval authority to require the manufacturer to take appropriate corrective measures and it shall request the type-approval authority not to issue a type-approval certificate unless the appropriate corrective measures have been taken to the satisfaction of the technical service.</i>	<u>4. Where a technical service finds that requirements laid down in this Regulation have not been met by a manufacturer, it shall report this to the type-approval authority with a view to to require the manufacturer to take appropriate corrective measures and subsequently not to issue a type-approval certificate unless the appropriate corrective measures have been taken.</u>	GREEN - EP/CEU txt identical
	<i>5. Where, in the course of monitoring conformity of production following the issuing of a type-approval certificate, a technical service finds that a vehicle, system, component or separate technical unit no longer complies with this Regulation, it shall request the type approval authority to require the manufacturer to take appropriate corrective measures and it shall request the type-approval authority to suspend or withdraw the type-approval certificate unless appropriate corrective measures have been taken to the satisfaction of the technical service.</i>	<u>5. Where, in the course of monitoring conformity of production following the issue of a type-approval certificate, a technical service finds that a vehicle, system, component or separate technical unit no longer complies with this Regulation, it shall report this to the type-approval authority with a view to require the manufacturer to take appropriate corrective measures and, if necessary, to suspend or withdraw the type-approval certificate unless appropriate corrective measures have been taken to the satisfaction of the technical service.</u>	GREEN - EP/CEU txt identical

	<i>6. Where corrective measures are not taken or when they are not to the satisfaction of the technical service, the technical service shall request the type-approval authority to restrict, suspend or withdraw the type-approval certificate, as appropriate.</i>	<b><u>6. Where corrective measures are not taken or considered to be satisfactory, the technical service shall report this to the type-approval authority to restrict, suspend or withdraw the type-approval certificate, as appropriate.</u></b>	GREEN - EP/CEU txt identical
	<i>Article 53d</i>	<b><u>Article 53d</u></b>	GREEN - EP/CEU txt identical
	<i>Information obligations of technical services</i>	<b><u>Information obligations of technical services</u></b>	GREEN - EP/CEU txt identical
	<i>1. Technical services shall inform the approval authority of the following:</i>	<b><u>1. Technical services shall inform the approval authority of the following:</u></b>	GREEN - EP/CEU txt identical
	<i>(a) any non-conformity encountered which may require a refusal, restriction, suspension or withdrawal of a type-approval certificate;</i>	<b><u>(a) any non-conformity encountered which may require a refusal, restriction, suspension or withdrawal of a type-approval certificate;</u></b>	GREEN - EP/CEU txt identical
	<i>(b) any circumstances affecting the scope of and conditions for their notification;</i>	<b><u>(b) any circumstances affecting the scope of and conditions for their designation;</u></b>	GREEN - EP/CEU txt identical
	<i>(c) any request for information which they have received from market surveillance authorities regarding their assessment activities.</i>	<b><u>(c) any request for information which they have received from market surveillance authorities regarding their assessment activities.</u></b>	GREEN - EP/CEU txt identical
	<i>2. On request from the approval authority, assessment activities shall be performed within the scope of their notification and any other activity</i>	<b><u>2. On request from their designating authority, technical services shall provide information on the assessment activities within the scope of their</u></b>	GREEN - EP/CEU txt identical

	<i>performed, including cross-border activities and subcontracting.</i>	<b><u>designation and on any other activity performed, including cross-border activities and subcontracting.</u></b>	
	<i>3. Technical services shall provide the other technical services notified under this Regulation which carry out similar assessment activities covering the same vehicle, system, component or separate technical unit with relevant information on issues relating to negative and, on request, positive assessment results.</i>		
CHAPTER XVIII IMPLEMENTING MEASURES AND DELEGATION			<b>RED - Related to delegated and implementing acts</b>
<i>Article 54 Implementing measures</i>	<i>deleted</i>		<b>RED - Related to delegated and implementing acts</b>
<i><u>In order to lay down uniform conditions for the implementation of this Regulation the Commission shall, in accordance with the procedure referred to in Article 55, adopt implementing acts laying down the following implementing measures:</u></i>	<i>deleted</i>	<b><u>For the purposes of achieving the objectives of this Regulation and in</u></b> order to lay down uniform conditions for the implementation of this Regulation the Commission shall, in accordance with the procedure referred to in Article 55(2), adopt implementing acts laying down the following implementing measures:	<b>RED - Related to delegated and implementing acts</b>
		<b><u>(-a) a template for the manufacturer's declaration regarding the endurance of functional safety critical systems, parts and equipment referred to in Article 7(5);</u></b>	<b>RED - Related to delegated and implementing acts</b>

<u>1. the details of the arrangements with regard to type-approval procedures in accordance with Article 10 (6) of this Regulation;</u>	<i>deleted</i>	<u>(a) the detailed</u> arrangements with regard to type-approval procedures <u>referred to in</u> Article 10;	RED - Related to delegated and implementing acts
<u>2. templates for the information folder and the information document in accordance with Article 12 (1) of this Regulation;</u>	<i>deleted</i>	<u>(b) templates for the information folder and for the information document referred to in</u> Article 12;	RED - Related to delegated and implementing acts
<u>3. a numbering system of EU type-approval certificates in accordance with Article 15 of this Regulation;</u>	<i>deleted</i>	<u>(c) a numbering system of EU type-approval certificates referred to in</u> Article 15(4);	RED - Related to delegated and implementing acts
<u>4. a template for a type-approval certificate in accordance with Article 15(5) of this Regulation;</u>	<i>deleted</i>	<u>(d) a template for a EU type-approval certificate referred to in</u> Article 16(2);	RED - Related to delegated and implementing acts
		<u>(da) template for the test results sheet appended to the EU type-approval certificate referred to in point a of Article 16(3);</u>	RED - Related to delegated and implementing acts
<u>5. a template for the list of system, component or separate technical unit EU type-approvals in accordance with Article 16 (5) of this Regulation;</u>	<i>deleted</i>	<u>deleted</u>	RED - Related to delegated and implementing acts
<u>6. a template of the list of applicable requirements or regulatory acts in accordance with Article 16(6) of this Regulation;</u>	<i>deleted</i>	<u>(e) a template of the list of applicable requirements or acts referred to in</u> Article 16(6);	RED - Related to delegated and implementing acts
		<u>(f) the general requirements for the</u>	RED - Related to delegated and implementing acts

		<b><u>format of test report referred to in Article 18(1);</u></b>	implementing acts
<b><i>7. the details of the arrangements with regard to conformity of production in accordance with Article 19 of this Regulation;</i></b>		<b><u>(g) detailed</u></b> arrangements with regard to conformity of production <b><u>referred to in</u></b> Article 19;	RED - Related to delegated and implementing acts
<b><i>8. the template of a certificate of conformity in accordance with Article 24 of this Regulation;</i></b>		<b><u>(h)</u></b> the template of a certificate of conformity <b><u>referred to in</u></b> Article 24 <b><u>(2)</u></b> ;	RED - Related to delegated and implementing acts
		<b><u>(ha) the list of restrictions on the certificate of conformity as regards the use of the vehicle referred to in Article 24(5);</u></b>	RED - Related to delegated and implementing acts
<b><i>9. the model of the EU type-approval mark in accordance with Article 25 of this Regulation;</i></b>		<b><u>(i)</u></b> the model of the EU type-approval mark <b><u>referred to in</u></b> Article 25 ;	RED - Related to delegated and implementing acts
		<b><u>(ia) an authorisation to grant EU type-approval exempting new technologies or new concepts referred to in Article 26(3);</u></b>	RED - Related to delegated and implementing acts
		<b><u>(ib) an authorisation to a Member State to extend the type-approval referred to in Article 27(2);</u></b>	RED - Related to delegated and implementing acts
		<b><u>(ic) the model and the numbering system for the certificate referred to in Article 38(2) as well as all aspects relating to the procedure of authorisation referred to in that</u></b>	RED - Related to delegated and implementing acts

		<b>Article:</b>	
		<b>(id) the template of a certificate providing proof of compliance to the type approval authority as referred to in Article 47(8).</b>	RED - Related to delegated and implementing acts
Article 55 Committee		Article 55 Committee <b>procedure</b>	RED - Related to delegated and implementing acts
1. The Commission shall be assisted by <b>a committee referred to as</b> the "Technical Committee – Agricultural Vehicles" (TC-AV).	1. The Commission shall be assisted by a committee referred to as the "Technical Committee – Agricultural Vehicles" (TC-AV). <i>That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.</i>	1. The Commission shall be assisted by the "Technical Committee – Agricultural Vehicles" (TC-AV) <b>established by Article [...] of Directive [...]. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.</b>	RED - Related to delegated and implementing acts
2. Where reference is made to this paragraph, <b>Article 5 and Article 7 of Decision 1999/468/EC</b> shall apply, <b>having regard to the provisions of Article 8 thereof. The period referred to in Article 5(6) of Decision 1999/468/EC shall be set at three months.</b>	2. Where reference is made to this paragraph, Article 5 of <i>Regulation (EU) No 182/2011</i> shall apply.	2. Where reference is made to this paragraph, <b>Articles 5 and 10 of Regulation (EU) No 182/2011</b> shall apply. <b>Where the committee delivers no opinion, the Commission shall adopt the draft implementing act, except as provided in Article 5(4)(c) of Regulation (EU) No 182/2011.</b>	RED - Related to delegated and implementing acts
<b><u>3. The Committee shall adopt its rules of procedure.</u></b>	<i>deleted</i>	<b><u>deleted</u></b>	RED - Related to delegated and implementing acts
Article 56 Amendment of the Annexes			RED - Related to delegated and implementing acts
1. <b>The Commission may adopt, by means of delegated acts in accordance</b>	1. The Commission may adopt, by means of delegated acts in accordance with	1. <b>Without prejudice to the other provisions of this Regulation relating</b>	RED - Related to delegated and implementing acts



<b><u>with Articles 57, 58 and 59 amendments to the Annexes of this Regulation.</u></b>	<i>Article 57, amendments to the Annexes of this Regulation <b>in order to adapt them to the development of scientific and technical knowledge.</b></i>	<b><u>to the amendment of its Annexes, the Commission shall also be empowered to adopt delegated acts in accordance with Article 57 concerning amendments to Annex I of this Regulation in order to introduce document references and to take corrigenda into account.</u></b>	implementing acts
<b><u>2. When, in application of Decision 97/836/EC, new UNECE Regulations or amendments to existing UNECE Regulations to which the Union has acceded are adopted, the Commission shall, by means of delegated act in accordance with Articles 57, 58 and 59, amend Annex I to this Regulation accordingly.</u></b>	<i>deleted</i>	<b><u>deleted</u></b>	RED - Related to delegated and implementing acts
Article 57 Exercise of the Delegation			RED - Related to delegated and implementing acts
1. The <b><u>powers</u></b> to adopt the delegated acts <b><u>referred to in Articles 7 (4), 8 (4), 9 (5), 18 (7), 38 (1), (2) and (3), 47 (10), 51 (8) and 56 shall be</u></b> conferred on the Commission <b><u>for an indeterminate period of time.</u></b>	1. The <b><i>power</i></b> to adopt delegated acts <b><i>is conferred on the Commission subject to the conditions laid down in this Article.</i></b>	1. The <b><u>power</u></b> to adopt the delegated acts <b><u>is conferred on the Commission subject to the conditions laid down in this Article.</u></b>	RED - Related to delegated and implementing acts
	<b><i>1a. The power to adopt delegated acts referred to in Article 7(4), Article 8(4), Article 9(5), Article 10(6), Article 12(1), Article 18(6), Article 38(1) and (5),</i></b>	<b><u>1a. The delegation of power referred to in Articles 7(4), 8(4), 9(5), 18(6), 38(1a) and (4a), 42(2), 47(12), and 56(1) shall be conferred on the</u></b>	RED - Related to delegated and implementing acts

	<p><i>Article 42(2), Article 43(3), Article 47(12) and the second subparagraph of Article 47(12a), Article 51b and Article 56 shall be conferred on the Commission for a period of five years from ...<sup>*</sup>. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.</i></p>	<p><b><u>Commission for a period of five years from ...<sup>37c</sup>. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.</u></b></p>	
	<p><i>1b. The delegation of power referred to in Article 7(4), Article 8(4), Article 9(5), Article 10(6), Article 12(1), Article 18(6), Article 38(1) and (5), Article 42(2), Article 43(3), Article 47(12) and the second subparagraph of Article 47(12a), Article 51b and Article 56 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.</i></p>	<p><b><u>1b. The delegation of power referred to in Articles 7(4), 8(4), 9(5), 18(6), 38(1a) and (4a), 42(2), 47(12) and 56(1) may be revoked at any time by the European Parliament or by the Council. A decision of revocation shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.</u></b></p>	<p><b>RED - Related to delegated and implementing acts</b></p>

<sup>37c</sup>

**Date of entry into force of this Regulation.**

<p>2. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.</p>			<p>RED - Related to delegated and implementing acts</p>
	<p><i>2a. A delegated act adopted pursuant to Article 7(4), Article 8(4), Article 9(5), Article 10(6), Article 12(1), Article 18(6), Article 38(1) and (5), Article 42(2), Article 43(3), Article 47(12) and the second subparagraph of Article 47(12a) , Article 51b and Article 56 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.</i></p>		<p>RED - Related to delegated and implementing acts</p>
<p><u>3. The powers to adopt delegated acts are conferred on the Commission subject to the conditions laid down in Article 58 and 59.</u></p>	<p><i>deleted</i></p>	<p><u>3. A delegated act adopted pursuant to Article 7(4), 8(4), 9(5), 18(6), 38(1a) and (4a), 42(2), 47(12) and 56(1) shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of 2 months of notification of that act to the European Parliament and the Council or if,</u></p>	<p>RED - Related to delegated and implementing acts</p>

		<b><u>before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by 2 months at the initiative of the European Parliament or the Council.</u></b>	
	<i>Article 57a (new)</i>		<b>RED - Related to delegated and implementing acts</b>
	<i>Adoption of delegated acts</i>		<b>RED - Related to delegated and implementing acts</b>
	<i>The Commission shall adopt the delegated acts referred to in Article 7(4), Article 8(4), Article 9(5), Article 10(6), Article 12(1), Article 18(6), Article 38(1) and (5), Article 42(2), Article 43(3), Article 47(12) and the second subparagraph of Article 47(12a), Article 51b and Article 56 by 1 January 2014.</i>		<b>RED - Related to delegated and implementing acts</b>
<b><u>Article 58</u></b> <b><u>Revocation of the delegation</u></b>	<i>deleted</i>	<b><u>deleted</u></b>	<b>RED - Related to delegated and implementing acts</b>
<b><u>1. The delegation of power referred to in Articles 7 (4), 8 (4), 9 (5), 18 (7), 38 (1), (2) and (3), 47 (10), 51 (8) and 56 may be revoked at any time by the European Parliament or by the Council.</u></b>			<b>RED - Related to delegated and implementing acts</b>
<b><u>2. The institution which has commenced an internal procedure for</u></b>			

<u><i>deciding whether to revoke the delegation of power shall endeavour to inform the other institution and the Commission within a reasonable time before the final decision is taken, indicating the delegated powers which could be subject to revocation and possible reasons for a revocation.</i></u>			
<u><i>3. The decision of revocation shall put an end to the delegation of the powers specified in that decision. It shall take effect immediately or at a later date specified therein. It shall not affect the validity of the delegated acts already in force. It shall be published in the Official Journal of the European Union.</i></u>			RED - Related to delegated and implementing acts
<u><i>Article 59</i></u> <u><i>Objections to delegated acts</i></u>	<i>deleted</i>	<u><i>deleted</i></u>	RED - Related to delegated and implementing acts
<u><i>1. The European Parliament and the Council may object to the delegated act within a period of two months from the date of notification. At the initiative of the European Parliament or the Council this period shall be extended by one month.</i></u>			RED - Related to delegated and implementing acts
<u><i>2. If, on expiry of that period, neither the European Parliament nor the Council has objected to the delegated act, or if, before that date, the European Parliament and the Council have both</i></u>			RED - Related to delegated and implementing acts

<u>informed the Commission that they have decided not to raise objections, the delegated act shall enter into force at the date stated in its provisions.</u>			
<u>3. If the European Parliament or the Council objects to the adopted delegated act, it shall not enter into force. The institution which objects shall state the reasons for objecting to the delegated act.</u>			RED - Related to delegated and implementing acts
		<u>Article 59a</u>	To be moved to final provisions
		<u>Penalties</u>	
		<u>1. Member States shall provide for penalties for infringement by economic operators of the provisions of this Regulation and its delegated or implementing acts. They shall take all measures necessary to ensure that the penalties are implemented. The penalties provided for shall be effective, proportionate and dissuasive. Member States shall notify those provisions to the Commission by [6 months after publication of this Regulation] and shall notify the Commission without delay of any subsequent amendment affecting them.</u>	YELLOW - Provisionally agreed - EP will check
		<u>2. The types of infringements which are subject to a penalty shall include</u>	YELLOW - Provisionally agreed - EP will check

		<u>inter alia:</u>	
		<u>(a) making false declarations during approval procedures or procedures leading to a recall;</u>	<b>YELLOW</b> - Provisionally agreed - EP will check
		<u>(b) falsifying test results for type approval or in-service conformity;</u>	<b>YELLOW</b> - Provisionally agreed - EP will check
		<u>(c) withholding data or technical specifications which could lead to [recall] [refusal] or withdrawal of type approval;</u>	<b>YELLOW</b> - Provisionally agreed - EP will check
		<u>(d) use of defeat devices;</u>	<b>YELLOW</b> - Provisionally agreed - EP will check
		<u>(e) refusal to provide access to information.</u>	<b>YELLOW</b> - Provisionally agreed - EP will check
		<u>(f) economic operators making available on the market vehicles, systems, components or separate technical units subject to approval without such approval or falsifying documents or markings in that intention.</u>	<b>YELLOW</b> - Provisionally agreed - EP will check
CHAPTER XIX FINAL PROVISIONS			
Article 60 Transitional provisions			
1. <u>This</u> Regulation shall not invalidate	1. This Regulation shall not invalidate	1. <u>Without prejudice to other</u>	<b>YELLOW</b> - New text expected from the

any <u>EC</u> type-approval granted to vehicles or to systems, components or separate technical units before the date <u>laid down</u> in Article 64 (2).	any <u>EU</u> type-approval granted to vehicles or to systems, components or separate technical units before the date <u>specified</u> in Article 64 (2b).	<b><u>provisions of this Regulation, this Regulation shall not invalidate any EU type-approval granted to vehicles or to systems, components or separate technical units before the date specified in Article 64 (2).</u></b>	<b>CEU</b>
2. Approval authorities shall continue to grant extension of approvals to <u>those</u> vehicles, systems, components or separate technical units <u>under the terms of</u> Directive 2003/37/EC and any of the directives listed in Article <u>56 (2)</u> .	2. Approval authorities shall continue to grant extension of approvals to <u>the</u> vehicles, systems, components or separate technical units <u>referred to in paragraph 1 in accordance with</u> Directive 2003/37/EC and any of the directives listed in Article <u>62(1)</u> .	2. Approval authorities shall continue to grant extension of approvals to <u>the</u> vehicles, systems, components or separate technical units <u>referred to in paragraph 1 in accordance with</u> Directive 2003/37/EC and any of the directives listed in Article <u>62(1)</u> . <b><u>However, such approvals shall not be used for the purposes of obtaining a whole-vehicle type-approval under this Regulation.</u></b>	<b>YELLOW - New text expected from the CEU</b>
		<b><u>By way of derogation from Directive 2003/37/EC, type-approval shall also be granted for vehicles which comply with the provisions of this Regulation and its delegated acts on environmental and propulsion requirements as referred to in Annex I before [OJ: please insert date referred to in Article 64(2)]</u></b>	<b>YELLOW - New text expected from the CEU</b>
		<b><u>National authorities shall not prohibit, restrict or impede the registration, placing on the market or entry into service of vehicles complying with the approved type.</u></b>	<b>YELLOW - New text expected from the CEU</b>



Article 61 Report			
1. No later than <u>1 January 2018</u> , Member States shall inform the Commission of the application of the type-approval procedures laid down in this Regulation <b>and, in particular, of the application of the multi-stage process.</b>	1. No later than <i>[four years after the date specified in Article 64(2b)]</i> , Member States shall inform the Commission of the application of the type-approval procedures laid down in this Regulation and, in particular, of the application of the multi-stage process.	1. No later than <b>[add date: four years after the date specified in Article 64(2)]</b> , Member States shall inform the Commission of the application of the type-approval procedures laid down in this Regulation.	<b>YELLOW</b> - New text expected from the CEU
2. On the basis of the information supplied under paragraph 1, the Commission shall report to the European Parliament and the Council on the application of this Regulation no later than <u>1 January 2019</u> .	2. On the basis of the information supplied under paragraph 1, the Commission shall report to the European Parliament and the Council on the application of this Regulation no later than <i>[five years after the date specified in Article 64(2b)]</i> .	2. On the basis of the information supplied under paragraph 1, the Commission shall <b>present a</b> report to the European Parliament and the Council on the application of this Regulation no later than <b>[add date: five years after the date specified in Article 64(2)]</b> .	<b>YELLOW</b> - New text expected from the CEU
	<i>Article 61a (new)</i>		<b>YELLOW</b> - New text expected from the CEU
	<i>Non-road mobile machinery</i>		<b>YELLOW</b> - New text expected from the CEU
	<i>By [1 January 2014], the Commission shall assess the need for harmonising the laws of the Member States as regards the technical requirements applicable to non-road mobile machinery, their systems and components, and submit, if appropriate, a proposal to the European Parliament</i>		<b>YELLOW</b> - New text expected from the CEU

	<i>and to the Council with the view to ensuring a high level of on-road safety, taking into account existing Union legislation.</i>		
Article 62 Repeal			<b>YELLOW</b> - New text expected from the CEU
1. Directive 2003/37/EC as well as Directives 74/347/EEC, 76/432/EEC, 76/763/EEC, 77/537/EEC, 78/764/EEC, 80/720/EEC, 86/297/EEC, 86/298/EEC, 86/415/EEC, 87/402/EEC, 2000/25/EC, 2009/57/EC, 2009/58/EC, 2009/59/EC, 2009/60/EC, 2009/61/EC, 2009/63/EC, 2009/64/EC, 2009/66/EC, 2009/68/EC; 2009/75/EC, 2009/76/EC, 2009/144/EC are repealed with effect from 1 January <u>2014</u> .	1. Directive 2003/37/EC as well as Directives 74/347/EEC, 76/432/EEC, 76/763/EEC, 77/537/EEC, 78/764/EEC, 80/720/EEC, 86/297/EEC, 86/298/EEC, 86/415/EEC, 87/402/EEC, 2000/25/EC, 2009/57/EC, 2009/58/EC, 2009/59/EC, 2009/60/EC, 2009/61/EC, 2009/63/EC, 2009/64/EC, 2009/66/EC, 2009/68/EC; 2009/75/EC, 2009/76/EC, 2009/144/EC are repealed with effect from 1 January <u>2018</u> .	1. <b><u>Without prejudice to Article 60(2)</u></b> , Directive 2003/37/EC as well as Directives 74/347/EEC, 76/432/EEC, 76/763/EEC, 77/537/EEC, 78/764/EEC, 80/720/EEC, 86/297/EEC, 86/298/EEC, 86/415/EEC, 87/402/EEC, 2000/25/EC, 2009/57/EC, 2009/58/EC, 2009/59/EC, 2009/60/EC, 2009/61/EC, 2009/63/EC, 2009/64/EC, 2009/66/EC, 2009/68/EC; 2009/75/EC, 2009/76/EC, 2009/144/EC are repealed with effect from <b><u>[OJ: please insert date] the date specified in Article 64(2)</u></b> .	<b>YELLOW</b> - New text expected from the CEU
2. References to the repealed Directives shall be construed as references to this Regulation and shall be read, as regards Directive 2003/37/EC, in accordance with the correlation table set out in Annex III.			<b>YELLOW</b> - New text expected from the CEU
Article 63 Amendment to Directive 2006/42/EC			<b>YELLOW</b> - New text expected from the CEU
The first indent of point (e) of paragraph 2 of Article 1 of Directive 2006/42/EC is replaced by the following:			<b>YELLOW</b> - New text expected from the CEU

“- agricultural and forestry tractors, with the exclusion of machinery mounted on those vehicles,”			<b>YELLOW</b> - New text expected from the CEU
Article 64 Entry into force		Article 64 Entry into force <b>and application</b>	<b>YELLOW</b> - New text expected from the CEU
1. This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.			<b>YELLOW</b> - New text expected from the CEU
2. It shall apply from 1 January 2014.	2. It shall apply:	2. It shall apply from [1 January 2014].	<b>YELLOW</b> - New text expected from the CEU
	<i>(a) to new types of vehicles from 1 January 2016;</i>		<b>YELLOW</b> - New text expected from the CEU
	<i>(b) to all new vehicles from 1 January 2018.</i>		<b>YELLOW</b> - New text expected from the CEU
This Regulation shall be binding in its entirety and directly applicable in all Member States.			
Done at Brussels, [...]			