



### Type-approval information note on 31 March 2021

Since 1 September 2020, a new EU type-approval Framework Regulation (Regulation (EU) [2018/858](#)) replaced the type-approval Directive [2007/46/EC](#).

The Framework Regulation applied to all type-approvals on a mandatory basis from 1 September 2020. However, the new regulation does not invalidate any whole-vehicle type-approval or EU type-approval granted to vehicles or to systems, components or separate technical units by 31 August 2020. This includes NSSTA and IVA approvals granted by 31 August 2020.

An overview of the main differences between the **old requirements (before 1 September 2020)** and the **new requirements (since 1 September 2020)** is provided in the table below:

	<b>Before 1 September 2020 (old requirements)</b>	<b>Since 1 September 2020 (new requirements)</b>
<b>Name</b>	<b>Directive 2007/46/EC</b>	<b>Regulation (EU) 2018/858</b>
<b>Irish law</b>	Directives need to be transposed into Irish statutory instruments to give further effect.	Regulations apply directly to Member States. Irish statutory instruments are required to apply discretionary and other domestic measures.
<b>Where referenced in Irish law</b>	Statutory Instrument No. <a href="#">157 of 2009</a> (Entry into service) as amended Statutory Instrument No. <a href="#">158 of 2009</a> (Type-approval) as amended	Statutory Instrument No. <a href="#">556 of 2020</a> (Type-approval and Market Surveillance)
<b>Type of approvals available</b>	European Communities Whole-Vehicle Type-Approval (ECWVTA)	European Union Whole-Vehicle Type-Approval (EUWVTA)
	European Small Series Type-Approval (ESSTA)	European Small Series Type-Approval (ESSTA)
	National Small Series Type-Approval (NSSTA)	National Small Series Type-Approval (NSSTA)
	Individual Vehicle Approval (IVA)	
		European Individual Vehicle Approval (EU IVA)

	<b>Before 1 September 2020 (old requirements)</b>	<b>Since 1 September 2020 (new requirements)</b>
<b>Certificates of Conformity</b>	Certificate of Conformity (CoC) to accompany vehicle (format not specified)	Paper CoC must accompany the vehicle
		Electronic CoC an optional alternative from 5 July 2026
<b>Market surveillance and vehicle recall</b>	No reference to market surveillance	New market surveillance provisions
	Only the issuing type-approval authority can order a recall.	National authorities (type-approval authorities, market surveillance authority, border control and registration authorities) can order a recall.
<b>Template for the CoC</b>	Annex IX to Directive 2007/46/EC	Annex VIII to Regulation (EU) 2020/683
<b>Template for NSSTA</b>	Schedule 5 of S.I. No. 158/2009 as amended	Model A of Annex III to Regulation (EU) 2020/683
<b>Template for European type-approval</b>	Annex I to Directive 2007/46/EC	Model A of Annex III to Regulation (EU) 2020/683
<b>Template for EU IVA</b>	Not applicable	Model D of Annex III to Regulation (EU) 2020/683
<b>Template for IVA</b>	Schedule 5 of S.I. No. 158/2009 as amended	Model E of Annex III to Regulation (EU) 2020/683

### The Framework Regulation

The purpose of the Framework Regulation is to reform the type-approval and market surveillance system for motor vehicles in the EU.

The Framework Regulation lays down harmonised rules and principles for the type-approval and the individual vehicle approval of motor vehicles, trailers, systems, components and separate technical units intended for such vehicles, with a view to ensuring the proper functioning of the internal market for the benefit of businesses and consumers and in order to offer a high level of safety and of health and environmental protection.

It also lays down provisions for the placing on the market and putting into service of parts and appliances which may present a serious risk to the proper functioning of essential vehicle systems.

The Framework Regulation introduces changes to the type-approval system by means of measures:

- Strengthening the quality of testing that allows a vehicle to be placed on the market through improved technical services.
- Introducing market surveillance to control the conformity of vehicles already available on the market.
- Strengthening the oversight of the type-approval process.

The Framework Regulation allows for penalties to be imposed on economic operators and technical services who falsify test results or who submit false declarations or incorrect data for type-approval.

### Market Surveillance

Under the Framework Regulation, EU Member States and the European Commission are empowered to carry out compliance verification spot-checks of vehicles on the market.

The Market Surveillance Authority (MSA) is required to carry out a minimum number of tests on vehicles per year. Where the MSA finds that a vehicle poses a serious risk to the health or safety of persons or to other aspects related to the protection of public interests, it shall request the relevant economic operator to take all appropriate corrective measures without delay to ensure that the vehicle no longer poses such a risk.

### Economic operators

Manufacturers shall be responsible to the approval authority for all aspects of the approval procedure and for ensuring conformity of production.

Economic operators are required to:

- Ensure that their vehicles, systems, components and separate technical units are not designed to incorporate strategies or other means that alter the performance exhibited during test procedures.
- Establish procedures to ensure that series production of vehicles, systems, components and separate technical units remains in conformity with the approved type.
- Examine any complaints they receive relating to risks, suspected incidents or non-compliance issues with the vehicles, systems, components, separate technical units, parts and equipment that they have placed on the market.

### Changes to national technical requirements

In S.I. No. 556/2020, the requirements for National Small Series Type Approval (NSSTA) are more closely aligned with the requirements for European Small Series Type Approval (ESSTA). Certain alternative requirements have been provided to reduce the burden for manufacturers, while ensuring that vehicles meet a high safety standard.

A distinction is made between the technical requirements for new types and the technical requirements for extensions for existing types. In some instances, alternative requirements are time based, and a lead in period is provided. For full details, refer to Schedule 2 of S.I. No. 556 of 2020.

### Vehicle volumes under NSSTA

The table below shows the maximum annual volumes for the respective vehicle category.

<b>Category</b>	<b>Number of units before 1 September 2020 (old requirements)</b>	<b>Number of units since 1 September 2020 (new requirements)</b>
M1	100	250
M2, M3	250	250
N1	250	250
N2, N3	250	250
O1, O2	500	500
O3, O4	250	250

### Vehicles exceeding maximum authorised dimensions

In the old type-approval Directive 2007/46/EC, the number of units of one type of vehicle to be registered, sold or put into service per year could not exceed the figures shown in the table below for the vehicle category in question.

However, under the new Framework Regulation, there is no provision available for this. The table below shows the difference between the old requirements and new requirements.

<b>Category</b>	<b>Number of units before 1 September 2020 (old requirements)</b>	<b>Number of units since 1 September 2020 (new requirements)</b>
M2, M3	1,000	No provision available
N2, N3	1,200	No provision available
O3, O4	2,000	No provision available

### The NSAI – Ireland's Approval Authority

The NSAI (National Standards Authority of Ireland) is Ireland's appointed Approval Authority and are responsible for issuing all national approvals (IVA or NSSTA) for vehicles in Ireland.

For more information on obtaining approval, please contact the NSAI at the following [www.nsai.ie](http://www.nsai.ie)

Tel: 01 8073800 Fax: 01 8073838

Email: [info@nsai.ie](mailto:info@nsai.ie)

Address: NSAI, 1 Swift Square, Northwood, Santry, Dublin 9