

## Type-Approval Procedure

### Information System of the German Type-Approval Authority

**Not examined English translation!**  
**Valid is only the German-language original!**

#### **Directive 93/34/EEC**

- Manufacturer logo and vehicle ID number

#### Issue:

Does the description of the type as well as model and version of the overall type approval have to be shown in the second group of the vehicle ID number (FIN)?

#### Answer:

According to the wording of Directive 93/34/EEC, the second group of the FIN is meant to indicate the general characteristics of the vehicle (type, model and version). The direct transfer of the respective information from the overall type approval is in most cases not possible with only 6 characters.

The information in the Attachment to Directive 93/34/EEC coincides to a large extent with the international norms regarding the world manufacturer information (WMI) and the FIN. These are ISO 3780 and ISO 3779, which apply to motor vehicles, trailers, motorcycles and FmH.

According to ISO 3779, the second part of the FIN is the "vehicle-description" part and consists of 6 characters. It is meant to describe the general properties of the vehicle. The characters and their sequence are determined by the manufacturer. Together with the third part, the "vehicle-identification" part, the FIN is meant to guarantee the uniqueness among all vehicles produced by a manufacturer during a period of 30 years.

The ISO norm has resulted in a worldwide standardization of the FIN. This is why the fundamentals of the norms should also be applied within the framework of Directive 93/34/EEC. For this reason the characteristics of "type, model, version" mentioned in the Annex under Numeral 3.1.1.3 and in Attachment 1 should be only seen as examples and not as binding characteristics. As provided for in ISO 3779, the vehicle manufacturer may determine the characters to be used and their sequence. These must be described in the documents for granting the system approval according to Directive 93/34/EEC.

Flensburg, 18 March 2004  
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