

Type-Approval Procedure

Information System of the German Type-Approval Authority

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Valid is only the German-language original!

General Type Approval for rigid bull bars in accordance to § 22 of the German Road Traffic Type Approval Act (StVZO).

Question or problem:

In the past, the Federal Motor Vehicle Department (KBA) has granted General Type Approvals for bull bars to be retrofitted to motor vehicles under § 22 of the German Type Approval Act (StVZO) on the basis of tests in accordance with § 30 c StVZO in conjunction with Directive 74/483/EEC. Based on the insights gained through national and international consultations and tests, it has been confirmed, that in case of frontal collisions with pedestrians, the rigid bull bars are liable to increase the risk of injury to the latter. They thus fail to meet the requirements of § 30 c para. 1 StVZO and § 30 para. 1 StVZO, and the risks arising from these components are avoidable. These insights have led to a self-obligation on the part of the automakers, who have agreed to eliminate rigid bull bars in the interest of improved pedestrian safety.

Solution:

With the awareness of the avoidable risk, the essential possibility of granting General Type Approvals for **rigid bull bars** is no longer given under national law.

The KBA has therefore decided in agreement with the Federal Ministry of Transport, Building and Housing (BMVBW) that, with immediate effect, new General Type Approvals or additions to existing General Type Approvals for rigid bull bars may no longer be granted.

Currently, there are no plans to revoke General Type Approvals that have already been granted; however, the further development of regulations that may, in the future, create the legal basis also for such a measure, must be monitored.

This decision makes specific reference to the fact that the foundations for the decision - here the avoidable risk arising from the equipment - were known to all parties involved from the consultations over the past years, and that in this context, the decision is not based on a change in legal provisions.

In light of the above and based on the new situation, the KBA also no longer considers the preparation of parts appraisals in accordance with § 19 para. 3 no. 4 StVZO, as well as individual expert inspections in accordance with § 21 as compliant with the regulations.

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