

Type-Approval Procedure

Information System of the German Type-Approval Authority

Directive 2007/46/EC;

- End-of-series for incomplete vehicles

Question or problem:

The Directive 2007/46/EC provides the end-of-series procedure for complete or completed vehicles (Article 27 in conjunction with Annex XII Section B.). According to this, vehicles may still be placed on the market, even though the whole vehicle's type-approval has become void through expiry of a separate provision. If certain conditions are complied with (location of the vehicles within the EU, manufacturing completed prior to expiry of the provision), a quantified number of completed vehicles may still be registered up to 18 months following the expiry of a provision.

The question is whether and how end-of-series may be approved for incomplete vehicles.

Solution:

End-of-series may also be approved for incomplete vehicles which are to be completed during a further stage. Thus, the incomplete vehicles are provided with an approval stating the deadline up to which they may still be brought to the first registration (registration) as completed vehicles. In this respect, incomplete vehicles and completed vehicles may be treated alike.

From 01.01.2014 on, vehicles of various vehicle classes may only be placed on the market if the exhaust emission level of the EURO VI stage has been proven. Based on the example of the expiry of the EURO V emission provisions on 31.12.2013, the exemption procedure as to end-of-series for incomplete and completed vehicles is to be explained.

Case A - End-of-series for one chassis (incomplete vehicle (base vehicle))

If chassis manufacturers wish to deliver a chassis manufactured in 2013 featuring the exhaust emission stage EURO V to manufacturers of further stages (e. g. body-builder) from 2014 on, these chassis should be provided with an exemption for end-of-series. This exemption enables the last-stage manufacturers (completed vehicle) to register these vehicles until 30.06.2015.

If manufacturers apply for end-of-series, they may choose between two procedures. One procedure may be chosen for the same vehicle type only, mixed procedures are not admissible.

If the chassis manufacturer opts for the 3-months-rule, it may obtain an exemption as to end-of-series for an unlimited number of vehicles, based on the condition that all certificates of conformity of the involved vehicles were issued before 30.09.2013.

If the chassis manufacturer opts for the percentage rule, it may obtain an exemption as to end-of-series for a limited number of vehicles (30 % or at least 100 vehicles). The certificates of conformity may be issued until 31.12.2013.

Irrespective of the date of application, the exemption is valid until 30.06.2015 at most.

As far as the percentage rule is concerned, the Member States must verify that both the basis for assessment and the number of vehicles approved as end-of-series are correct. If the chassis manufacturer wishes to apply the percentage rule, it must therefore, for the purposes of verifiability during the application procedure, provide additional information based on which the KBA is

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enabled to carry out such verification, e. g. features for type identification in the Vehicle identification number (VIN) or other appropriate distinctive features according to which an evaluation can be made in the Central Vehicle Register.

It must be noted that other Member States are not obliged to acknowledge an exemption issued in Germany as to end-of-series for incomplete vehicles upon first registration of the completed vehicle on their sovereign territory.

Case B - End-of-series for a completed vehicle (body-builder)

At the beginning of 2014, a body-builder receives delivered chassis featuring the exhaust emission level EURO V. It completes the chassis using a body and, by way of example, wishes to place them on the market for the first time as of 30.11.2014. To this end, however, it must prove the exhaust emission level EURO VI.

Since the vehicles do not dispose of EURO VI, it may apply for an exemption as to end-of-series for the completed vehicles and obtains this exemption from the KBA, if all conditions are fulfilled. This exemption will be limited to 30.06.2015. In the example, only 7 months may be approved with respect to the body-builder, since the EURO V provision had already expired after 31.12.2013.

Basically, the manufacturer of the completed vehicles may choose between the percentage rule and the 3-months-rule. The question whether the 3-months-rule can be applied depends on the issue date of the base vehicle's certificate of conformity. If certificates of conformity of the base vehicle have been issued after 30.09.2013, only the percentage rule may be applied. The basis for assessment relating to the admissible number of pieces will then be the type/s which the body-builder placed on the market during the previous year.

The general procedures as to end-of-series can be found in the Information Sheet End-of-series and warehouse vehicles (see website of KBA).

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Klaus Pietsch