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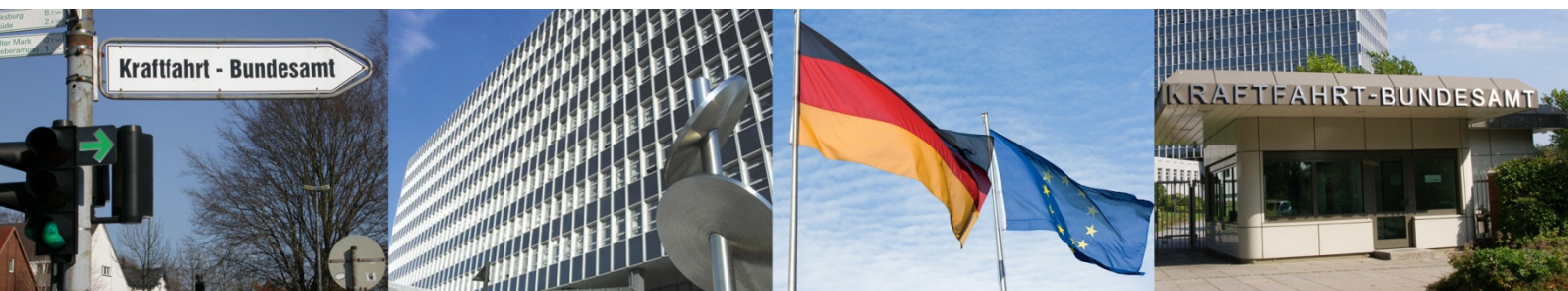


Information Sheet

**concerning the Issuing of Multi-stage Type-
approvals in accordance with Directive
2007/46/EC (MMT)**

Version: March 2016

Type-
approval



**Information Sheet on the Issuing of
Multi-stage Type-approvals in accordance with Directive 2007/46/EC**

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Information Sheet on the Issuing of Multi-stage Type-approvals in accordance with Directive 2007/46/EC

1 Introduction

This information sheet is based on the regulations of the framework directive 2007/46/EC and especially takes into account articles 3, 5, 6, 9 and 18 as well as Annexes II and XVII of the directive.

It is intended to contribute to a uniform procedure for the issuing of vehicle type-approvals for the multi-stage process in accordance with the framework directive 2007/46/EC. Specific requirements and boundary conditions are described, which are not included in legal regulations, but which result from the administrative or internal procedures of the Federal Motor Transport Authority (KBA) and which have to be observed to obtain a type-approval. In addition, the information sheet is also intended to answer important questions posed by manufacturers dealing with the multi-stage type-approval process at the KBA for the first time, and to explain the respective processes required. Annex 1 includes a complete example for the process of a multi-stage procedure.

Special purpose vehicles are of special importance in the multi-stage type-approval process on account of the steadily growing number of approvals as well as frequent deviations to legal acts. These facts are also to be dealt with in this information sheet.

2 Definitions

Initial assessment means that a company verifies who it is and how it intends to produce in compliance with approval, and how it intends to fulfil its duties as a future approval holder. The initial assessment is a non-recurring process to become a type-approval holder and is equivalent to a registration at the KBA. For more details, refer to the information sheet for initial assessment (MAB).

Single-phase approval process is a process in which the entire vehicle (all individual legal acts) is approved in just one procedure. This means: verification of individual legal acts via test reports.

Multi-phase approval process is the process in which the EC type-approvals are issued step by step for all systems, components and individual technical units in the vehicle and which finally leads to approval of the entire vehicle. This means: verification of individual legal acts via system approvals.

Mixed approval process is a multi-stage type-approval process in which the approvals for one system or several systems are issued for the entire vehicle in the final phase of the approval process, without issuing of an EC type-approval sheet being required for these systems. This means: verification of individual legal acts partially via system approvals and partially via test reports.

Multi-stage type-approval is the process in which one or several member states certify that - depending on the respective production status - a type of an incomplete or made-up vehicle complies with the relevant administrative regulations and technical requirements of the directive 2007/46/EC.

Special purpose vehicles are vehicles which belong to the category M, N or O and which have specific technical features which are intended to fulfill a function for which special provisions or special equipment is required. For incomplete vehicles which are to be allocated to the subclass of special purpose vehicles, the letter "S" is to be added to the letter and number by which the vehicle is defined (example: N3S).

Base vehicle is a vehicle used for the first stage of a multi-stage type-approval.

Incomplete vehicle is a vehicle which is subject to at least one further production stage so that it complies with the relevant technical regulations of the directive 2007/46/EC.

Made-up vehicle is a vehicle which has been subjected to a multi-stage type-approval and complies with the relevant technical requirements of the directive 2007/46/EC.

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This means that the vehicle of a manufacturer, starting as a base vehicle, can finally be approved as a made-up vehicle after an optional number of production stages by different manufacturers. Each individual production stage can be approved by different type-approval authorities.

A vehicle which has already obtained a type-approval as a complete or made-up vehicle may be classified as an "incomplete" vehicle, if the type is modified in at least one further production stage with the result that it no longer complies with the originally approved type, and therefore a new EC Certificate of Conformity (CoC) has to be added in accordance with Article 18 of the framework directive 2007/46/EC.

Type distinguishing features bring about own approvals, if there are differences involved in these features (e. g. the number of axles). When modifying these features, a new type-approval is required. It is not possible to upgrade an existing type-approval with regard to these criteria. Issuing of type-approvals in the multi-stage process may only be made on the basis of an EC type-approval for one vehicle type (manufacturer and type of the previous stage and vehicle category show type distinguishing features within a production stage) on account of type distinguishing features in accordance with Annex II of the directive 2007/46/EC.

Certificate of Conformity (CoC) is the document issued by the manufacturer, shown in Annex IX of the framework directive 2007/46/EC, which certifies that a vehicle from series approved in accordance with this directive complies with all legal acts at the time of its production.

3 Administrative specifications

3.1 Initial assessment

For a company to obtain type-approvals from the KBA, an initial assessment first has to be carried out. Initial assessing means that the company verifies who it is, how it intends to product in compliance with approval, and how it intends to fulfill its duties as a future approval holder.

The KBA can advise you on the topic of initial assessment, and compiles the documents required.

Base vehicles of Categories M1 and N1 Subject group 421 Tel.: +49 461 316-2421 email: 421@kba.de	all other vehicle categories, and other production stages incl. camping vehicles Subject group 422 Tel.: +49 461 316-2422 email: 422@kba.de
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The initial assessment is only carried out once. It is valid as long as the initially assessed company is a holder of type-approvals for approval objects to which the initial assessment relates, or the legal form of the company does not change. For the initial assessment, a document verifying the legal identity of the company (e. g. extract from the Commercial Register), general information relevant for the type-approval process and verification of a functional QS system are to be submitted.

Such verification can be provided by means of an onsite inspection executed by external partners of the KBA, the KBA itself or by another body in exceptional cases coordinated in advance with the KBA. Such inspection is not required, if the company has a respective certificate complaint with the norm EN ISO 9001 : 2008 or an at least equivalent harmonized norm issued by a certifying body appointed by the KBA for such purposes, or if confirmation exists of a different European type-approval authority concerning the initial assessment it has carried out. A list naming certifying centers for the issuing of certificates is available on the homepage of the KBA.

More information as well as documents to be submitted on application are to be found in the "Information sheet on Initial Assessment", available on the website of the KBA at <http://www.kba.de/>.

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3.2 Notification of Modifications

It may be that approval holders give up their company, shift to different business fields or become insolvent. It is also the duty of the approval holder to inform the KBA **immediately** of any change in legal form, the name or head office of the company. Any changes to production sites or other approval-type relevant changes must be reported to the KBA immediately. An approval issued is not transferable and not saleable. The classic case is the sale of a company which is also an approval holder. For verification of legal succession it is essential that the new owner of the company forwards a chronological extract from the Commercial Register to the KBA. For companies located abroad, the extract from the Commercial Register is to be submitted in the original in the official language together with a certified copy in German or English. Based on the document submitted, the KBA checks whether legal succession exists. If there is legal succession, there is no change to the original approval.

3.3 Submission of documents to the KBA

Type-approval documents are always sent electronically to the KBA and, after issuing of a type-approval, provided electronically. The system E-type is available for such purposes.

On application, KBA sets up access to the system E-Type for the respective user and/or technical services for the server-based electronic document exchange in the type-approval process. Access data are subsequently forwarded to users.

Transfer of data is made in encrypted form. It is also possible to forward very large files. If a manufacturer works together with different technical services in the type-approval process, non-disclosure of documents is ensured by allocating respective authorizations. To participate in the process, the form 9.2 from the Information Sheet on Initial Assessment is to be completed.

Detailed information on the transmission process of E-type can be downloaded from the homepage of the KBA. On the homepage you will also find the application documents and information concerning participation. Please call us if you have any questions.

4 Application Documents

Since documents are sent to the KBA electronically, documents are to be submitted singly, irrespective of the requirements specified in the framework directive. Documents prepared by a technical service must only be sent directly by the respective technical service to the KBA. All application documents may be submitted in German or in English. Documents in any other language will not be accepted.

4.1 Application

Application documents can only be processed when the initial assessment has been completed. The sample model of an application to be used can be found in the form 9.1 in the information sheet on initial assessment.

If any specific or hitherto unqualified issues are identified before submitting application documents which might cause difficulties with regard to issuing of an approval, KBA recommends that applicants and respective technical services contact KBA in advance. This ensures that problematic issues can be discussed and handled beforehand, ensuring normal processing times.

Advance notification of the approval number can also be applied for, together with the application. To be able to attach the approval marking to the vehicles or for further use in the type-approval process (e. g. for preparing documents) an approval mark notified in advance may be required. Such circumstances should be allowed for via advance notification of type-approval numbers.

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4.2 Information sheet

With regard to the preparation of an information sheet, samples in Annex I or Annex III (if appl. supplemented by further information from Annex I when using the mixed process) of the framework directive 2007/46/EC are to be completed by the manufacturer to the extent complying with the production status of his respective production stage. If the data required in the information documents relate to a previous stage, a reference may be made to the respective information documents of the previous stage(s). It is not sufficient for reference to be made via superordinate main Items. All sub-Items are then included. It is not necessary to repeat the references in each sub-Item. The information documents of the previous production stage must include all data or references to the information sheet of previous production stages in accordance with the aforementioned samples from the framework directive 2007/46/EC. In addition, extensive, easily identifiable data is to be provided for the KBA on modifications and supplements to the vehicle compared to the previous stage.

4.2.1 List of Annexes

An extensive list of Annexes is to be enclosed together with the information sheet. These should include at least the document name, document numbers, date of issue, revision statuses and the number of pages. Approval documents of previous stages are to be enclosed as an Annex.

4.2.2 List of approval numbers or test reports

Data on the approval numbers or the numbers of test reports, separated according to variants/versions relating to the individual legal acts are to be entered in the list in accordance with the framework directive 2007/46/EC, Annex III, Part III for the multi-phase or mixed approval process. This data is to be entered for the current stage submitted for approval and for the unchanged system approvals taken over from previous stages, ensuring a complete overview is provided. The test report numbers are to be entered accordingly in this table for legal acts or which no system approvals exist, and which are covered by test reports. For a single-phase type-approval it is sufficient to include an overview with the test report numbers for the individual legal act in the main test report for the overall vehicle type-approval. Further reference in the information package is not required, and the information sheet is to be prepared in accordance with Annex I.

4.2.3 Breakdown of type variant version (TVV)

A TVV breakdown with all possible combinations adjusted to the stage approval is to be enclosed in accordance with 2007/46/EC, Annex III, Part II. If no TVV-relevant modification has been included in the subsequent production stage, it is possible to waive an own list of possible combinations and, instead, to refer to the list of the base vehicle. Modifications carried out on the TVV in the subsequent stage compared to the base value must be described accordingly.

If there are no more approvable variants or versions in the breakdown of the base vehicle, these are to be eliminated. Approval of such variants or versions is not possible.

4.2.4 Verification of previous production stages

The KBA is an EU type-approval authority and is therefore normally in possession of overall vehicle approvals of other authorities, so that submitting of all information documents of the previous stage for approval of a further stage can be waived. However, all relevant approval documents of the previous stage(s) referred to must be enclosed with the information documents, as an Annex.

If KBA has not received a specific approval, the make-up manufacturer must provide the respective documents without them fully becoming a part (see above) of the information documents of his own approval.

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4.2.5 Test results in accordance with Annex VIII, 2007/46/EC

Test results for noise and exhaust emissions must be specified as an Annex to the approval documents in accordance with Annex VIII, 2007/46/EC. These are provided by the manufacturer.

Test results are normally taken over from the previous stage (exception: exhaust or noise related changes in stage approval). If the Items of variant/version in the coding relevant for test results have not changed compared to the previous stage, it is admissible to make a reference to the test results of the previous stage. In such a case, test results need not be provided by the manufacturer when applying for approval. However, if the Items of variant/version in the coding relevant for test results are changed, new test results are to be provided by the stage manufacturer as a Word document.

An appropriately prepared Word document for the listing of test results in accordance with directive 2007/46/EC can be found on the KBA homepage in the Technology portal in the Section "available for download".

4.2.6 Manufacturer agreement

To ensure smooth processing of the individual production stages, manufacturers involved must enter into appropriate agreements together with regard to mutual exchange of information. It is of immense importance for the multi-stage process that information concerning modifications to vehicles as well as to components and systems are passed on to subsequent manufacturers.

Such an agreement is to be concluded by the manufacturer of the second and each subsequent production stage. A sample of such an agreement can be found in Annex 2. The agreement is a manufacturer-internal document.

4.2.7 Certificate of Conformity (CoC)

The manufacturer of each production stage completes a CoC in accordance with Article 18, Sect. 1 of the directive 2007/46/EC for each vehicle completed in compliance with the approved type. Samples of complete, incomplete and made-up vehicles are to be found in Annex IX, Part I of the framework directive 2007/46/EC.

On page 2, only those data are inserted which comply with the approved status or which have changed in the respective approval stage. The CoCs of all production stages are to be included with the vehicle.

To simplify the approval process it is helpful to include any additional documents with the completed vehicles, in which all data from all CoCs are summarized. Practical experience has shown that many approval centers request submission of such a document.

4.2.8 Specimen signature

The specimen signature for the Certificate of Conformity as an Annex to the EC type-approval documents must be made on a document with the company letter heading of the approval holder, and must contain the following data:

- Complete address of the manufacturer
- First and family name(s) of the authorized signatories
- Specimen signature(s)
- Position in the company
- Date

An electronic document with the signatures is sufficient. Signatures need not be submitted as original.

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4.3 Test report

The test report can only be prepared by a technical service appointed for overall vehicle approvals in accordance with 2007/46/EC. A list of respective technical services appointed can be found on the website of the KBA at <http://www.kba.de/>. The technical service executes the practical tests required in respective regulations, prepares test reports and the results, and confirms observance of the requirements specified in individual legal acts. For vehicles of the second and each subsequent stage, checking of validity of all approvals and test reports applied previously is required in accordance with individual legal acts. As a basis for such work, the technical service requires all documents including type approvals of previous production stages, test reports and information documents. The manufacturer of each individual production stage - irrespective of the previous stage - can decide if he wishes to apply the single-phase, multi-phase or the mixed approval process.

5 Special features of the multi-stage type-approval process

5.1 General

Each manufacturer in the multi-stage type-approval process is solely responsible for approval and compliance of the production of systems, components or independent technical units which he adds or modifies in his production stage.

One single manufacturer can become approval holder for several stages within a multi-stage process. However, the multi-stage type-approval process must not be used to bypass the regulations which apply for vehicles produced in a single stage. The manufacturer of a production stage can use an updated applicable status of regulations even if this was not yet available for previous production stages.

Fundamental decisions relating to the type-approval process are published by the KBA on its website in the Section, Information system Type-approval Process (IST) in the Technology portal (registration required). You will also find decisions there which relate to the multistage type-approval process.

5.2 Effects of upgrades to the approval of the base vehicle

Section 3 of Annex XVII of the framework directive 2007/46/EC, version VO (EU) 1171/2014 includes regulations relating to the handling of upgrades to the approval of the base vehicle.

If systems, components or independent technical units are affected in the multi-stage process, these have to be reassessed. It is not essential to adjust a modified upgraded status of the base vehicle by upgrading in the stage approval. However, this is on condition that the modification only relates to the base vehicle and is not affected by approval for the subsequent stage.

Explanations are required concerning the questions as to which modifications in the course of an upgrade of the base vehicle approval can be considered relevant for the subsequent stage.

In this context, the following applies:

Modifications are not relevant if a system of the base vehicle is taken over and modifications have no effect on the stage make-up so that this can still be added to the base vehicle without new modifications.

One example could be the inclusion of new windows in the approval of the base vehicle. These would not be relevant for the subsequent stage, provided these are not installed in the make-up of the next production stage, or provided the addition can still be completed without modifications. Example for the aforementioned case: a new windscreen is to be added to the base vehicle approval. The power head is taken over unchanged and the make-up is not affected by the modification of the windscreen. This also applies if the system of the base vehicle is updated to a newer status of regulations which involve longer admission periods.

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In principle the aforementioned procedure also applies to technical issues which are only taken over in parts from the base vehicle approval, and in which something is added in the subsequent stage. However, it must be ensured that modifications to the base vehicle have no influence on subsequent completion of technical issues.

Example Lighting: in this case, lighting elements are taken over from the chassis and enhanced with the lighting devices required in the stage addition. If additional or different headlamps are installed in the base, these should not have any effect on the stage addition on taking over the power head.

However, if the control or electronics in the base is changed, the situation may be assessed differently. It must be ensured that interaction with the lighting devices in stage make-up continues to function without any modifications to the stage. In such a case, a manufacturer's declaration is no longer sufficient.

Technical data are also specified under Section 3 of Annex XVII of framework directive 2007/46/EC. These must also not be influenced by modifications to the base vehicle approval. In this case, technical data refers to all CoC or information sheet-related data of the subsequent stage.

Example: Masses and dimensions of the base change, on account of a higher unladen weight of the chassis the unladen weight of the subsequent stage also changes despite consistent mass of the added structure, and such a change would therefore be relevant and an upgrade of the stage approval would be required.

The list of examples is not final. All cases require individual assessment.

It is also stated in Section 3.3: "On approval from the approval centre, a whole vehicle type-approval issued to a manufacturer of the subsequent stage need not be upgraded or revised, if an approved upgrade for a vehicle of a previous stage does not influence the subsequent stage or the technical data of the vehicle [...]".

In the practical approval process, the approval procedure at the KBA is regulated as follows:

The manufacturer of each subsequent production stage specifies the reasons for upgrading of the previous stage to the KBA. This can be executed informally via email to the address 421@kba.de or 422@kba.de of the respective subject group. If the KBA does not respond to such notification within 14 calendar days, implicit approval can be assumed. More information on this issue is available in the information system type-approval process (IST) No. 03-15 in the Technology portal of the website of the KBA (Federal Motor Transport Authority).

5.3 System approvals for stage manufacturers

This Section refers to independent system approval issued by a type-approval authority for a stage manufacturer. Verification of a system via a test report in the course of vehicle approval is not referred to here.

Each system approval can be read independently and completely fulfilled since such an approval is to be classified as an independent legal act in the type-approval process. It is not possible for the make-up manufacturer to relate or refer to the approval of previous production stages in his system approval. System approvals must be allocated to the respective holder and therefore be considered as a whole.

5.4 Special purpose vehicles

If a vehicle of the categories M, N or O has special technical features via which a specific function is to be fulfilled or for which special precautionary measures or special equipment is required, we refer to special purpose vehicles. In so far as classification as a special purpose vehicle is possible, Annex XI of the framework directive 2007/46/EC grants the use of special reliefs. The specifications made in the tables and footnotes of the Annexes are decisive in this context. In general, exceptions can only be claimed if the respective legal act is affected by the design or equipment status of the vehicle.

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General claim to all exceptions is especially not possible for vehicles in accordance with Annex XI, Annex 4. An example given is a waste collection vehicle for which attachment of the number plate is not possible in accordance with the regulations (EU) 1003/2010 on account of the design of the vehicle. Footnote A is decisive in this context. For other reliefs granted in the Annex, but which cannot be claimed due to the vehicle-specific criteria, such reliefs are not to be granted.

An exception based on the specification N/A (not applicable) in the table may be claimed for legal acts for emergency brake assistant systems in accordance with regulation (EU) 347/2012 and lane departure warning systems in accordance with regulation (EC) 351/2012, each in accordance with regulation (EC) 661/2009 for general safety. The meaning behind the specification N/A is that the legal act does not apply for vehicles of these categories and that there are therefore no requirements. In addition, special purpose vehicles are expressly excluded in Article 1, No. 5 of the two aforementioned individual legal acts. In practice this means that a vehicle recognized as classified as a special purpose vehicle does **not** have to fulfill the two aforementioned legal acts in general terms, irrespective of the specific features. A base vehicle manufacturer can therefore supply vehicles without lane departure warnings system and emergency brake assistant system. Approvals for subsequent production stages can also be granted without these systems if criteria specified have been fulfilled.

5.5 Changing the vehicle category

In the multi-stage approval process it may occur that a base vehicle of a specific category has received an approval resulting in a vehicle category change in the subsequent production stage. One example is provided by a base vehicle approval with a N1 transporter with maximum 3,200 kg. The manufacturer of the subsequent production stage uses a three-axle chassis with make-up resulting in a N2 vehicle with max. 4,200 kg. Regulation (EC) 661/2009 concerning general safety requires legal acts for certain vehicle categories which are not applicable for other categories. For example, a lane departure warning system is not specified for a N1 vehicle in accordance with regulation (EU) 351/2012. However, for a N2 vehicle there is a requirement to equip with a lane departure warning system. The following applies: the respective requirements of the respective vehicle category are to be provided in the production stage.

Determination of a category change in the course of a multi-stage type-approval is based on the amendment to the framework directive 2007/46/EC, Annex XVII, Section 3.2.4 via regulation (EU) 1171/2014. This states:

"If the vehicle category is changed, respective requirements of the new category are to be fulfilled. The EC type-approval sheets of the previous category are admissible, provided the regulations with which the vehicle complies are the same or stricter than those which apply for the new category."

In Annex XVII, Item 3.2 it is stated:

"For the whole vehicle type-approval legal regulations apply (especially requirements of Annex II and the legal acts listed in Annex IV and Annex XI of this directive) in a manner as if the approval (or its upgrade) were to be issued to the manufacturer of the base vehicle."

Relate purely to the transitional regulations and do not conflict with specifications in 3.2.4. For example, if systems are taken over unchanged from the base vehicle into a new stage approval, the new type of subsequent production stages is treated the same as the existing type of the base vehicle with regard to system approvals.

However, if the vehicle category changes in the course of completion, the requirements of the new category apply. Systems of the base vehicle can then only be used if the requirements of the base category are equivalent or higher.

Exceptions to this are only admissible within the scope of Annex XI for stage approvals such as e. g. in the case of caravans which are allowed to apply the requirements of the base vehicle via the footnote "G".

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5.6 Vehicle identification number/Factory nameplate

The manufacturer of the base vehicle attaches the FIN and the factory nameplate in accordance with the regulations of regulation (EU) 19/2011. The manufacturer of each other production stage attaches an additional factory nameplate at a position specified by him in accordance with Annex XVII, Section 4 of the directive 2007/46/EC, specifying the production stage and the vehicle identification number of the base vehicle.

5.7 Small series

Vehicles of manufacturers of small series (national and EC) are not deemed as vehicles produced in several stages.

5.8 Errors or inconsistencies in approvals of previous production stages

It may be that crucial issues in the approvals of previous production stages are clearly incorrect. If such an approval has been issued by KBA, the KBA will initiate revision of such documents after receiving respective information. If the approval was issued by a different authority, the holder of the approval is to be contacted. In case of serious errors (emission standard or safety-related issues), direct contact to the approval authority may be considered as appropriate action to solve the issue. Errors in approvals of previous production stages must not be taken over into the approval of subsequent production stages.

Each person involved in the multi-stage type-approval process should endeavor to ensure correct completion of all documentation and approvals in accordance with current regulation standards.

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Annex 1

Example of Process for the Issuing of an EC Vehicle Type-approval

Approval object

Special purpose vehicle, caravan of category M1,
adm. total mass > 2,500 kg

on base vehicle, category N1

with modified suspension of rear axle.

All production stages are issued as multi-phase approvals in this example. (Only submission of type-approvals for the individual legal acts to be applied.)

This results in three production stages:

- Base vehicle (truck chassis)
- Incomplete vehicle (installation of air suspension)
- Completed vehicle (caravan)

The manufacturer is considered equal to the approval holder in terms of type-approval regulations.

The following manufacturers are involved:

- Manufacturer of the base vehicle
- Manufacturer of the suspension
- Manufacturer of the caravan

The individual steps of the EC type-approval are issued at three different type-approval authorities: Authority A, Authority B and Authority C.

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Procedure:

1. Production stage:

The manufacturer of the base vehicle applies to the type-approval authority A for issuing of a vehicle type-approval.

- Initial assessment manufacturer base vehicle
- Information folder with data relating to the production status
- Addition of type-approvals in accordance with individual directives, in so far as they relate to the vehicle status
- Specimen signature

Type-approval authority A issues a vehicle type-approval for an incomplete vehicle of category N1 without a make-up. The EC type-approval sheet includes a list of type-approvals issued in accordance with individual directives. In this case, the test results in accordance with Annex VIII, 2007/46/EC are enclosed with the EC type-approval documents.

The manufacturer of the base vehicle delivers vehicles provided with his FIN, together with the CoC. The CoC only includes data available on account of the production status. The vehicle cannot be driven on public roads, in accordance with the CoC.

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2. Production stage

The manufacturer of the suspension in the 2. production stage supplies chassis which have been subsequently fitted with air suspension.

The manufacturer of the suspension applies to type-approval authority B for the issuing of a vehicle type-approval for an incomplete vehicle as 2. production stage on the base vehicle.

- Initial assessment,
- Agreement on mutual information between the manufacturer of the base vehicle and the manufacturer of the suspension (internal manufacturer document),
- Information folder with data required on account of suspension upgrading,
- Description of modifications and supplements planned in this stage,
- Addition of type-approvals in accordance with individual directive, in so far as these relate to the upgrade, e. g. brake system, masses and dimensions, addition of tires,
- Specimen signature

Type-approval authority B issues a vehicle type-approval for an incomplete vehicle of category N1 without a make-up. The EC approval sheet includes a list of type-approvals issued in accordance with individual directives as well as the name of the manufacturer and the type-approval number of the previous stage.

The manufacturer of the suspension delivers the chassis he has modified with the FIN of the manufacturer of the base vehicle. He attaches a factory nameplate of "Stage 2" to the vehicle specifying the modified data relating to axle loads. His own CoC is enclosed with the CoC of the manufacturer of the base vehicle. It only contains data arising on account of the production stage (modification of suspension). The vehicle cannot yet be driven on public roads (data included in CoC).

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3. Production stage

The caravan manufacturer makes up complete caravans of category M1 on chassis of category N1 with subsequently installed air suspension.

The caravan manufacturer applies to the type-approval authority C for issuing of a vehicle type-approval for a made-up special purpose vehicle of category M1 (caravan) as 3. production stage on a vehicle of the manufacturers of the base vehicle and the suspension.

- Initial assessment caravan manufacturer
- Agreement on mutual information between manufacturer of suspensions and caravan manufacturer
- Information folder with data relating to the added structure if applicable
- Description of modifications and supplements planned in the production stage,
- Adding of type-approvals in accordance with individual legal acts, in so far as these relate to the stage
- Specimen signature

Type-approval authority C issues a vehicle type-approval for a completed vehicle of category M1. The EC approval sheet includes a list of exceptions applied for the special purpose vehicle in accordance with Annex XI, as well as all test results.

The caravan manufacturer delivers the vehicle he has completed.

In addition, the factory name plate of the 3. stage is attached including the FIN of the base vehicle manufacturer and, if applicable, the modified technical data. The own CoC is enclosed together with the CoCs of the manufacturers of the base vehicle and the manufacturer of the suspension. It only includes data arising from make-up work or which have change compared to the previous data. This CoC specifies that this vehicle can be approved for use on public roads without any further EC type-approval.

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Annex 2

Contractual agreement in accordance with Annex XVII, Item 1.1 of the directive 2007/46/EC to be signed by the manufacturers

Note: This sample is only an example of an agreement in terms of Annex XVII. The analogous content may also be prepared in a different form. Submission to the KBA (Federal Motor Transport Authority) is not required.

We, the company

(Official registered name of the manufacturer)

(street)

(town)

(country)

referred to in the following as Company A, and
the company

(official registered name of the manufacturer)

(street)

(town)

(country)

referred to in the following as **Company B**

herewith make the following declaration, and agree as follows:

§ 1

(1) **Company A** confirms that it is approved as manufacturer in terms of Annex X of the directive 2007/46/EC and that a limited/unlimited initial assessment exists.

(2) **Company B** confirms that it is approved as manufacturer in terms of Annex X of the directive 2007/46/EC and that a limited/unlimited initial assessment exists.

(3) If an initial assessment becomes invalid, the contractual partner and the KBA (Federal Motor Transport Authority) will be informed immediately.

§ 2

This agreement applies for vehicles manufactured by **Company A**

in the production stage
of type(s)

and the respective vehicles made-up up by **Company B**

in the production stage
of type(s)

§ 3

We, **Company A** and **Company B**, will exchange all documents and information required in accordance with Annex XVII, No. 1.1 of the directive 2007/46/EC for the multi-stage process of the aforementioned vehicles to ensure fulfillment of the requirement relating to technical requirements of individual legal acts in accordance with Annex IV or Annex XI.

§ 4

We, **Company A** and **Company B**, will inform each other about all modifications we have carried out to systems, components, independent technical units and vehicle parts.

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§ 5

We, **Company A** and **Company B**, will inform each other about revisions and amendments issued for the systems, components and independent technical units applied, as well as about expiry or invalidity of type-approvals issued.

§ 6

We, **Company A** and **Company B**, will inform the KBA (Federal Motor Transport Authority) immediately with regard to amendments or terminations of this contract.

(official name **Company A**)

(Town, date)

(Signature)

(official name **Company B**)

(Town, date)

(Signature)

Legal Notice

Publisher:
Kraftfahrt-Bundesamt
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Internet: www.kba.de



Specialist information and consultancy:

Phone: 0461 316-0
Fax: 0461 316-1650
E-mail: kba@kba.de

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