Commission Regulation (EU) No 19/2011 of 11 January 2011 concerning type-approval requirements for the manufacturer's statutory plate and for the vehicle identification number of motor vehicles and their trailers and implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (Text with EEA relevance)

COMMISSION REGULATION (EU) No 19/2011

of 11 January 2011

concerning type-approval requirements for the manufacturer's statutory plate and for the vehicle identification number of motor vehicles and their trailers and implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor[(1)], and in particular Article 14(1)(a) thereof,

Whereas:

(1) Regulation (EC) No 661/2009 is a separate Regulation for the purposes of type-approval provided for in Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive)[(2)].

(2) Regulation (EC) No 661/2009 repeals Council Directive 76/114/EEC of 18 December 1975 on the approximation of the laws of Member States relating to statutory plates and inscriptions for motor vehicles and their trailers, and their location and method of attachment[(3)]. The requirements set out in that Directive should be carried over to this Regulation and where necessary, amended in order to adapt them to the development of scientific knowledge.

(3) Regulation (EC) No 661/2009 lays down fundamental provisions on requirements for type-approval of vehicles with regard to vehicle identification methods. Therefore, it is necessary to also set out the specific procedures, tests and requirements for such type-approval.

Changes to legislation: *There are currently no known outstanding effects for the Commission Regulation (EU) No 19/2011. (See end of Document for details)*

(4) In the absence of harmonised legislation on the maximum permissible laden mass or maximum permissible masses for axles or axle groups of heavy duty vehicles, Directive 97/27/EC of the European Parliament and of the Council of 22 July 1997 relating to the masses and dimensions of certain categories of motor vehicles and their trailers and amending Directive 70/156/EEC[(4)] provides for the determination of registration/in-service maximum permissible masses to be determined for the purposes of registration, of the entry into service or of the use of heavy duty vehicles in the territory of a Member State. It is therefore appropriate to include the registration/in-service maximum permissible masses in the model of the manufacturer's statutory plate. For road safety reasons, it is also appropriate to include the maximum permissible mass on an axle group.

(5) The measures provided for in this Regulation are in accordance with the opinion of the Technical Committee Motor Vehicles,

HAS ADOPTED THIS REGULATION:

Article 1

Scope

This Regulation applies to complete and incomplete vehicles of categories M, N and O.

Article 2

Definitions

For the purposes of this Regulation,

(1) 'manufacturer's statutory plate' means a plate or label, affixed by the manufacturer on a vehicle that provide the main technical characteristics which are necessary for the identification of the vehicle and provides the competent authorities with the relevant information concerning the permissible maximum laden masses;

(2) 'vehicle identification number' (VIN) means the alphanumeric code assigned to a vehicle by the manufacturer in order to ensure proper identification of every vehicle;

(3) 'vehicle type' means a set of vehicles as defined in Annex II, Part B to Directive 2007/46/EC.

Article 3

Provisions for EC type-approval of a type of vehicle with regard to the manufacturer's statutory plate and the vehicle identification number

1 The manufacturer or his representative shall submit to the type-approval authority the application for EC type-approval of a type of vehicle as regard the lay-out and the location of the manufacturer's statutory plate and the composition and the location of the vehicle identification number.

***Changes to legislation:** There are currently no known outstanding effects for the Commission Regulation (EU) No 19/2011. (See end of Document for details)*

2 The application shall be drawn up in accordance with the model information document set out in Part A of Annex III.

3 If deemed necessary by the approval authority or the technical service, the manufacturer shall make available a vehicle representative of the type to be approved for the purposes of inspection.

4 If the relevant requirements set out in Annex I and Annex II to this Regulation are met, the approval authority shall grant a type-approval in accordance with the numbering system set out in Annex VII to Directive 2007/46/EC.

A Member State may not assign the same number to another vehicle type.

5 For the purpose of paragraph 4, the type-approval authority shall deliver an EC type-approval certificate established in accordance with the model set out in Part B of Annex III.

Article 4

Validity and extension of EC type-approvals granted under Directive 76/114/EEC

National authorities shall permit the sale and entry into service of vehicles type-approved before the date referred to in Article 13(2) of Regulation (EC) No 661/2009 and shall continue to grant extension to approvals granted under the terms of Directive 76/114/EEC.

Article 5

Entry into force

This Regulation shall enter into force on 1 February 2011.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Changes to legislation: *There are currently no known outstanding effects for the Commission Regulation (EU) No 19/2011. (See end of Document for details)*

ANNEX I

TECHNICAL REQUIREMENTS

PART A

Manufacturer's statutory plate

1. General provisions

1.1. Each vehicle shall be fitted with the manufacturer's statutory plate described in this section.

1.2. The manufacturer's statutory plate shall be affixed by the vehicle manufacturer or his representative.

1.3. The manufacturer's statutory plate shall consist either of:

(a) a rectangular sheet of metal;

(b) a rectangular self-adhesive label.

1.4. Metallic plates shall be fastened with rivets.

1.5. Labels shall be tamper evident, fraud resistant and self destructive in case there is an attempt to remove the label.

2. Information to be mentioned on the manufacturer's statutory plate

2.1. The following information shall be printed indelibly on the manufacturer's statutory plate in the order listed:

(a) the manufacturer's company name;

(b) the whole vehicle type-approval number;

(c) the vehicle identification number;

(d) the technically permissible maximum laden mass;

(e) the technically permissible maximum mass of the combination;

(f) the technically permissible maximum mass on each axle listed in order from front to rear.

[[F1]2.2. The height of the characters of the vehicle identification number referred to in point 2.1(c) shall not be less than 4 mm.**]**

Textual Amendments

F1 Substituted by Commission Regulation (EU) No 249/2012 of 21 March 2012 amending Regulation (EU) No 19/2011 as regards type-approval requirements for the manufacturer's statutory plate of motor vehicles and their trailers (Text with EEA relevance).

[[F2]2.3. The height of the characters of the information referred to in point 2.1, other than the vehicle identification number, shall not be less than 2 mm.**]**

***Changes to legislation:** There are currently no known outstanding effects for the Commission Regulation (EU) No 19/2011. (See end of Document for details)*

Textual Amendments

F2 Inserted by Commission Regulation (EU) No 249/2012 of 21 March 2012 amending Regulation (EU) No 19/2011 as regards type-approval requirements for the manufacturer's statutory plate of motor vehicles and their trailers (Text with EEA relevance).

3. Specific provisions

3.1. *Trailers*

3.1.1. In the case of a trailer, the technically permissible maximum static vertical mass on the coupling point shall be mentioned.

3.1.2. The coupling point shall be deemed the first axle and be numbered '0'.

3.1.3. The first axle shall be numbered '1', the second '2' and so on, followed by a hyphen.

3.1.4. The mass of the combination referred to in point 2.1.(e) shall be omitted.

3.2. *All heavy duty vehicles*

3.2.1. With regard to vehicles of category N3, O3 or O4, the technically permissible maximum mass on an axle group shall also be mentioned. The entry corresponding to 'Axle group' shall be identified by the letter 'T'.

3.2.2. With respect to vehicles of category M3, N3, O3 or O4, the manufacturer may mention on the manufacturer's statutory plate the intended registration/in-service maximum permissible laden mass.

3.2.2.1. In such a case, the part of the manufacturer's statutory plate where the masses are mentioned shall be subdivided in two columns: the intended registration/in-service maximum permissible masses shall be mentioned in the left column and the technically permissible maximum laden masses in the right column.

3.2.2.2. The code of the country where the vehicle is intended to be registered shall be mentioned as header of the left column.

The code shall be in accordance with Standard ISO 3166-1: 2006.

3.2.3. The requirements of point 3.2.1 shall not apply where:

(a) the technically permissible maximum mass on an axle group is the sum of the technically permissible maximum mass on the axles which are part of that axle group; and

(b) the letter 'T' is added as suffix to the maximum mass on each axle which is part of that axle group;

(c) when the requirements of point 3.2.2 are applied, the registration/in-service maximum permissible mass on the group of axles is the sum of the registration/in-service maximum permissible mass on the axles which are part of that axle group.

4. Additional information

4.1. The manufacturer may indicate additional information below or to the side of the prescribed inscriptions, outside a clearly marked rectangle which shall enclose only the information prescribed in Sections 2 and 3.