

EC Type Approval is a legal requirement for all EU countries to have a common process for the “approval of motor vehicles and their trailers and of systems, components and separate technical units intended for such vehicles”. This means European approval has been extended from cars to all commercial vehicles and trailers. The manufacturer can now apply for homologation in any member state.

The relevant directive for EC Type Approval is frame directive 2007/46/EC which was introduced on 29 October 2007. It consists of 61 single directives and provides a European-wide mechanism for ensuring that these vehicles meet appropriate environmental and safety standards. Type Approval Regulations for Commercial Vehicles come into force as indicated in the table below.

Categories	Enforcement dates		
	New types of vehicles Optional	New types of vehicles Obligatory	Existing types of vehicles Obligatory
Incomplete and complete vehicles of category N ₁	29.04.2009	29.10.2010	29.10.2011
Completed vehicles of category N ₁	29.04.2009	29.10.2011	29.10.2013
Incomplete and complete vehicles of categories N ₂ , N ₃ , O ₁ , O ₂ , O ₃ , O ₄	29.04.2009	29.10.2010	29.10.2012
*Special-purpose vehicles of categories N ₁ , N ₂ , N ₃ , O ₁ , O ₂ , O ₃ , O ₄	29.04.2009	29.10.2012	29.10.2014
Completed vehicles of categories N ₂ , N ₃	29.04.2009	29.10.2012	29.10.2014
Completed vehicles of categories O ₁ , O ₂ , O ₃ , O ₄	29.04.2009	29.10.2011	29.10.2013

*Mobile cranes, recovery vehicle, etc.








Complete vehicle: Any vehicle which has been built in one stage by one manufacturer.

Incomplete vehicle: A vehicle that must undergo at least one further stage of build in order to meet the relevant technical requirements for the whole vehicle. For example, a chassis cab is an incomplete vehicle since a body must be added for it to be finished.

Completed vehicle: A vehicle that has been built in more than one stage, normally by two or more different manufacturers. For example, a concrete mixer where a company has added the additional components (i.e. the mixer itself) to a cab chassis and the vehicle requires no further work before it can be considered finished.

To obtain above homologation, vehicles of categories N and O must be fitted with anti-spray devices according to ‘Spray Directive’ 91/226/EEC amended by Directive 2010/19/EU. All member states must implement the latter by 8 April 2011. From 9 April 2011 Member states must not refuse to grant EC or national type approval to a vehicle complying with the requirements laid down in the ‘Spray Directive’, but must refuse both EC and national type approval should a vehicle not comply with its requirements. When applying for EC type approval for completed vehicles under above Frame Directive, vehicle types which already were granted type approval covering spray suppression, EC or national, need not comply with the ‘Spray Directive’.

SCOPE

Goods Vehicles				
Category		Description	Weight	Spray Directive
N		Motor vehicles with at least 4 wheels designed and constructed for the carriage of goods		Mandatory (exemptions see below)
N ₁		Goods vehicles	No more than 3.5 t	Optional*
N ₂		Medium size vans and trucks	Over 3.5 t but no more than 12 t	Optional* up to 7.5 t Mandatory over 7.5 t
N ₃		Heavy trucks and vans	Over 12 t	Mandatory
Trailers				
O		Trailers (including semi-trailers)		Mandatory (exemptions see below)
O ₁		Small trailers	No more than 0.75 t	Optional
O ₂		Trailers	Over 0.75 t but no more than 3.5 t	Optional
O ₃		Medium trailers	Over 3.5 t but no more than 10 t	Mandatory
O ₄		Heavy trailers	Over 10 t	Mandatory

*Directive 78/549/EEC (Mudguards) may be applied on request of the manufacturer

Note: Off-road vehicles as defined in Annex II (Point 4) in Directive 2007/46/EC are exempted.

Important points to remember

- All vehicles of categories N and O must at least be fitted with mudguards even if flaps are optional.
- All member states must implement Directive 2010/19/EU by 8 April 2011.
- With effect from 9 April 2011 EC and national type approval must be refused should a vehicle not comply with above directive.






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Flap & Mudguard Fitment



V = 100 mm max
- Distance between
Mudguard valance
and tyre wall -

KEY

- 
Air suspension
- 
Steered
- 
Vehicle
- 
Mechanical suspension
- 
Non-steered

All Measurements to be taken on an unladen vehicle, with bodywork, and in running order with coolant, lubricants, fuel, tools, spare wheel and driver. Tractor units of articulated vehicles should have an unladen semi trailer hitched to the 5th wheel. For semi trailers of articulated vehicles the load platform should be horizontal. In all cases the wheels should face straight ahead with all tyres in nominal new condition.



*applies also to the first wheel of multiple axles

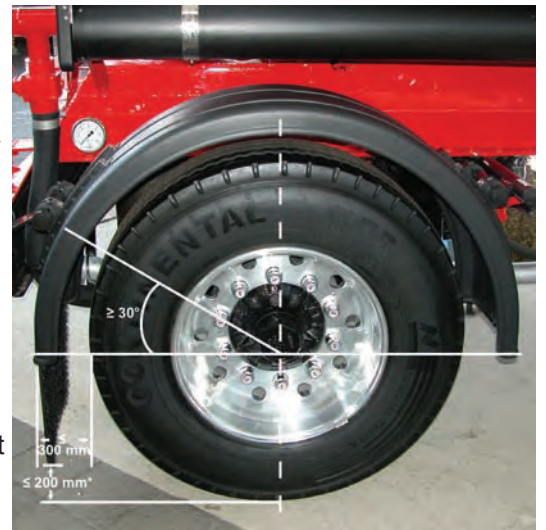
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 $Rv \leq 1.5 R$
- 

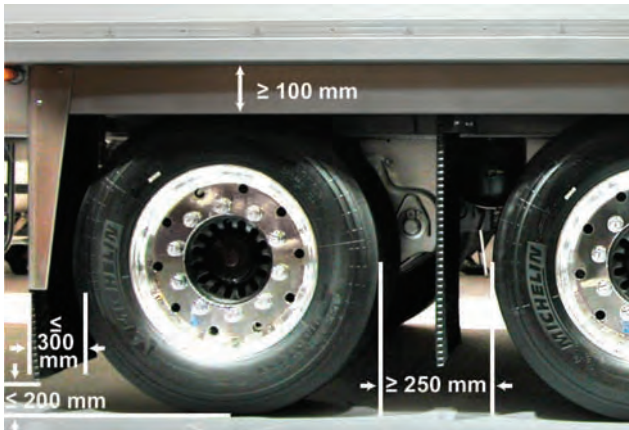
 $Rv \leq 1.25 R$
- 
 $Rv \leq 1.8 R$
- 

 $> 7.5 t$
- 

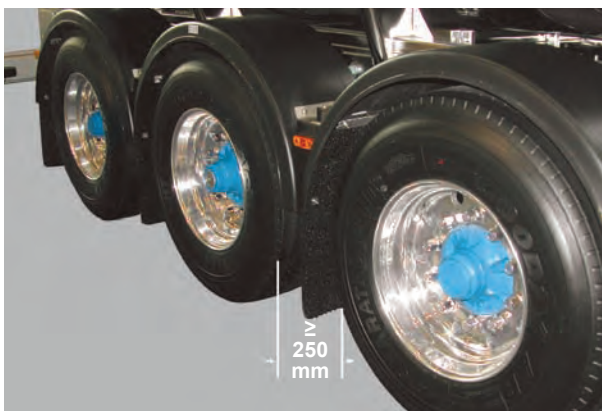
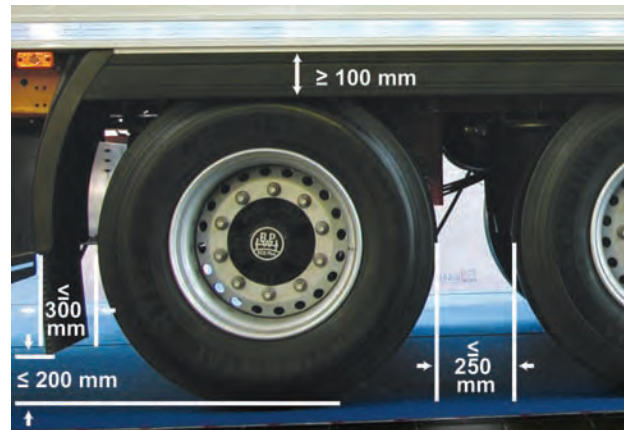
 $Rv \leq 1.5 R$



* ≤ 300 mm on last axle if $Rv \leq R$ or appropriate with suspension characteristics




Flap & Valance Fitment



Flaps required

Multiple Axle Flap Requirements



No Flaps required

Above information is to our best knowledge true and accurate, but all recommendations or suggestions are made without guarantee. The following Directives were consulted: 2011/415/EU, 2010/19/EU, 2007/46/EC, 94/78/EC, 91/226/EEC, 78/549/EEC, 70/156/EEC. For updates please refer to: <http://eur-lex.europa.eu/JOHtml.do?uri=OJ:L:2010:072:SOM:EN:HTML>