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| **Manufacturer’s comments:** | Please let me know if the manufacturer has an approval or test report for compliance with the regulatory act. If he does not have it, please specify the documentation or parameters of the vehicle with respect to the individual requirements |
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| **Name of vehicle** | | | **???** | |
| **Item** | **Regulatory act reference** | **Alternative requirements** | | **Manufacturer’s comment** |
| 1 | Council Directive 70/157/EEC  (Permissible sound level) | Drive-by test  (a)  A test shall be conducted in accordance with the ‘Method A’ referred to in Annex 3 to UN Regulation No 51.  Limits are those specified in point 2.1 of Annex I to Directive 70/157/EEC. 1 decibel in addition to the permitted limits shall be allowed.  (b)  The test track shall comply with Annex 8 to UN Regulation No 51. A test track having different specifications may be used under the condition that correlation tests have been conducted by the technical service. A correction factor shall be applied if necessary.  (c)  Exhaust systems containing fibrous materials need not be conditioned as prescribed in Annex 5 to UN Regulation No 51.  Stationary test  A test shall be conducted in accordance with paragraph 3.2 of Annex 3 to UN Regulation No 51. | |  |
| 2A | Regulation (EC) No 715/2007  (Emissions (Euro 5 and Euro 6) light duty vehicles/access to information) | Tailpipe emissions  (a)  A type I test shall be conducted in accordance with Annex III to Regulation (EC) No 692/2008 using the deterioration factors set out in point 1.4 of Annex VII to Regulation (EC) No 692/2008. The limits to be applied shall be those specified in Table I and Table II in Annex I to Regulation (EC) No 715/2007.  (b)  The vehicle shall not be required to exhibit 3 000  km as mentioned in paragraph 3.1.1 of Annex 4 to UN Regulation No 83.  (c)  The fuel to be used for the test shall be the reference fuel as prescribed in Annex IX to Regulation (EC) No 692/2008.  (d)  The dynamometer shall be set up in accordance with the technical requirements set out in paragraph 3.2 of Annex 4 to UN Regulation No 83.  (e)  The test referred to in point (a) shall not be conducted where it can be shown that the vehicle complies with the California Code Regulations referred to in point 2.1.1 of Annex I to Regulation (EC) No 692/2008.  Evaporative emissions  For petrol-fuelled engines, the presence of an evaporate emissions control system shall be required (e.g. a charcoal canister).  Crankcase emissions  The presence of a device for recycling crankcase gases shall be required.  OBD  (a)  The vehicle shall be fitted with an OBD system.  (b)  OBD-interface must be able to communicate with common diagnostic tools used for periodic technical inspections.  Smoke opacity  (a)  Vehicles equipped with a diesel-fuelled engine shall be tested in accordance with the tests methods referred to in Appendix 2 to Annex IV to Regulation (EC) No 692/2008.  (b)  The corrected value of the absorption coefficient shall be affixed conspicuously and in a readily accessible place.  CO2 emissions and fuel consumption  (a)  A test shall be conducted in accordance with Annex XII to Regulation (EC) No 692/2008.  (b)  The vehicle shall not be required to exhibit 3 000  km as requested in paragraph 3.1.1 of Annex 4 to UN Regulation No 83.  (c)  Where the vehicle complies with the California Code Regulations referred to in point 2.1.1 of Annex I to Regulation (EC) No 692/2008 and therefore no test of tailpipe emissions is required to be performed, Member States shall calculate CO2 emissions and fuel consumption with the formula laid down in the explanatory notes (b) and (c).  Access to information  The provisions regarding access to information shall not apply.  Power measurement  (a)  The applicant shall submit a statement from the manufacturer stating the maximum engine power output in kW as well as the corresponding engine speed in revolutions per minute.  (b)  An engine power output curve providing the same information may alternatively be provided by the applicant. | |  |
| 3A | UN Regulation No 34  (Fuel tanks — Rear protective devices) | Fuel tanks  (a)  Fuel tanks shall comply with paragraph 5 of UN Regulation No 34 with the exception of paragraphs 5.1, 5.2 and 5.12. In particular, they shall comply with paragraphs 5.9 and 5.9.1 but no dripping test shall be conducted.  (b)  LPG or CNG tanks shall be type-approved in accordance with UN Regulation No 67, series of amendments 01, or UN Regulation No 110 (a), respectively.  Specific provisions for fuel tanks made of a plastic material  The applicant shall submit a statement from the manufacturer establishing that the fuel tank on the particular vehicle, the VIN of which has to be specified, complies either with at least one of the following:  — FMVSS No 301 (Fuel system integrity); or  — Annex 5 to UN Regulation 34.  Rear protective device  The rear part of the vehicle shall be constructed in accordance with paragraphs 8 and 9 of UN Regulation No 34. | |  |
| 3B | UN Regulation No 58  (Rear underrun protection) | The rear part of the vehicle shall be constructed in accordance with paragraph 2 UN Regulation No 58. It is sufficient that the requirements set out in paragraph 2.3 are fulfilled. | |  |
| 4A | Regulation (EU) No 1003/2010  (Rear registration plate space) | Space, inclination, angles for visibility and position of the registration plate shall comply with Regulation (EU) No 1003/2010. | |  |
| 5A | UN Regulation No 79  (Steering equipment) | Mechanical systems  (a)  The steering mechanism shall be built as to self-centre. In order to check compliance with this provision, a test shall be conducted in accordance with paragraphs 6.1.2 and 6.2.1 of UN Regulation No 79.  (b)  The failure of the power steering equipment shall not lead to a complete loss of control of the vehicle.  Complex electronic vehicle control system (‘Drive-by wire’ devices)  Complex electronic control system shall be permitted only if they comply with Annex 6 to UN Regulation No 79. | |  |
| 6A | UN Regulation No 11  (Door latches and hinges) | Compliance with paragraph 6.1.5.4 of UN Regulation No 11. | |  |
| 7A | UN Regulation No 28  (Audible warning) | Components  The audible warning devices are not required to be type-approved in accordance with UN Regulation No 28. However, they shall emit a continuous sound as required in paragraph 6.1.1 of UN Regulation No 28.  Installation on vehicle  (a)  A test shall be conducted in accordance with paragraph 6.2 of UN Regulation No 28.  (b)  The maximum sound pressure level shall be in accordance with paragraph 6.2.7. | |  |
| 8A | UN Regulation No 46  (Indirect vision devices) | Components  (a)  The vehicle shall be fitted with the rear-view mirrors prescribed in paragraph 15.2 of UN Regulation No 46.  (b)  They are not required to be type-approved in accordance with UN Regulation No 46.  (c)  The radii of curvature of the mirrors shall not cause significant image distortions. At the discretion of the technical service, the radii of curvature shall be checked in accordance with the method described in Annex 7 to UN Regulation No 46. The radii of curvature shall not be less than those required by paragraph 6.1.2.2.4 of UN Regulation No 46.  Installation on vehicle  Measurement shall be conducted in order to ensure that the fields of vision comply with paragraph 15.2.4. of UN Regulation No 46. | |  |
| 9B | UN Regulation No 13-H  (Braking) | General provisions  (a)  The braking system shall be built in accordance with paragraph 5 of UN Regulation No 13-H.  (b)  Vehicles shall be fitted with an electronic antilock braking system acting on all wheels.  (c)  The performances of the braking system shall comply with Annex III to UN Regulation No 13-H.  (d)  For those purposes, road tests shall be conducted on a track the surface of which possesses high adhesion. The test on the parking brake shall be conducted on a 18 % gradient (up and down).  Only those tests mentioned under the headings ‘Service brake’ and ‘Parking brake’ below shall be conducted. In each case, the vehicle shall be in fully laden conditions.  (e)  The road test referred to in point (d) shall not be conducted where the applicant can submit a statement from the manufacturer establishing that the vehicle complies either with UN Regulation No 13-H, including supplement 5, or with FMVSS No 135.  Service brake  (a)  A ‘Type 0’ test as prescribed in paragraphs 1.4.2 and 1.4.3 of Annex 3 to UN Regulation No 13-H shall be conducted.  (b)  In addition, a ‘Type I’ test as prescribed in paragraph 1.5 of Annex 3 to UN Regulation No 13-H shall be conducted.  Parking brake  A test shall be conducted in accordance with paragraph 2.3 of Annex 3 to UN Regulation No 13-H. | |  |
| 10A | UN Regulation No 10  (Radio interference (electromagnetic compatibility)) | Components  (a)  Electrical/electronic sub-assemblies are not required to be type-approved in accordance with UN Regulation No 10.  (b)  However, electric/electronic devices retrofitted shall comply with UN Regulation No 10.  Emitted electromagnetic radiations  The applicant shall submit a statement from the manufacturer establishing that the vehicle complies with UN Regulation No 10 or with the following alternative standards:  — Broadband electromagnetic radiation: CISPR 12 or SAE J551-2; or  — Narrowband electromagnetic radiation: CISPR 12 (off-board) or 25 (in-board) or SAE J551-4 and SAE J1113-41.  Immunity tests  Immunity test shall be waived. | |  |
| 12A | UN Regulation No 21  (Interior fittings) | Interior arrangement  (a)  With respect to the requirements on energy absorption, the vehicle shall be deemed to comply with UN Regulation No 21 if the vehicle is fitted with at least two front airbags, one inserted into the steering wheel and the other into the dashboard.  (b)  Where the vehicle is fitted with only one front air bag inserted in the steering wheel, the dashboard shall be made up of energy absorbing materials.  (c)  The technical service shall check that there are no sharp edges in the zones defined in paragraphs 5.1 to 5.7 of UN Regulation No 21.  Electrical controls  (a)  Power-operated windows, roof-panel systems and partitioning systems shall be tested in accordance with paragraph 5.8 of UN Regulation No 21.  The sensitivity of auto-reverse systems referred to in paragraph 5.8.3 may diverge from the requirements set out in paragraph 5.8.3.1.1 of UN Regulation No 21.  (b)  Electric windows which cannot be closed when the ignition is off shall be exempt from the requirements concerning auto-reverse systems. | |  |
| 13A | UN Regulation No 18  (Anti-theft and immobiliser) | (a)  In order to prevent unauthorised use, the vehicle shall be fitted with:  — a locking device as defined in paragraph 2.3 of UN Regulation No 18; and  — an immobiliser which meets the technical requirements of paragraph 5 of UN Regulation No 18;  (b)  If, in accordance with point (a), an immobiliser has to be retrofitted, it shall be of an approved type in accordance with UN Regulations No 18, No 97, or No 116. | |  |
| 14A | UN Regulation No 12  (Protective steering) | (a)  The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, the VIN of which has to be specified, complies with at least one of the following:  — UN Regulation No 12;  — FMVSS No 203 (Impact protection for the driver from the steering control system) including FMVSS No 204 (Steering control rearward displacement);  — Article 11 of JSRRV.  (b)  A test in accordance with Annex 3 to UN Regulation No 12 may be conducted on a production vehicle at the request of the applicant.  The test shall be conducted by a technical service that has been designated for carrying out this test. A detailed report shall be issued by that technical service to the applicant. | |  |
| 15A | UN Regulation No 17  (Seat strength — head restraints) | Seats, seat anchorages and adjustment systems  The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, the VIN of which has to be specified, complies with at least one of the following:  — UN Regulation No 17; or  — FMVSS No 207 (Seating systems).  Head restraints  (a)  Where the statement is based on FMVSS No 207, the head restraints shall fulfil, in addition, the requirements of paragraph 5 and Annex 4 to UN Regulation No 17.  (b)  Only the tests described in paragraphs 5.12, 6.5, 6.6 and 6.7 of UN Regulation No 17 shall be conducted.  (c)  In the other event, the applicant shall submit a statement from the manufacturer establishing that the particular vehicle, the VIN of which has to be specified, complies with FMVSS No 202a (Head restraints). | |  |
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| 16A | UN Regulation No 26 (Exterior projections) | (a)  The external surface of the bodywork shall comply with the general requirements included in paragraph 5 of UN Regulation No 26.  (b)  At the discretion of the technical service the provisions referred to in paragraphs 6.1, 6.5, 6.6, 6.7, 6.8 and 6.11 of UN Regulation No 26 shall be checked. | |  |
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| 17A, 17B | UN Regulation No 39  (Speedometer — reverse gear) | Speedometer equipment  (a)  The dial shall comply with paragraphs 5.1 to 5.1.4 of UN Regulation No 39.  (b)  Where the technical service wants to verify that the speedometer is calibrated with sufficient accuracy, it may require the tests prescribed in paragraph 5.2 of UN Regulation No 39 to be conducted.  Reverse gear  The gear mechanism shall include a reverse gear. | |  |
| 18A | Regulation (EU) No 19/2011  (Statutory plates) | VIN  (a)  The vehicle shall be fitted with a VIN comprising a minimum of 8 and a maximum of 17 characters. VIN comprising 17 characters shall fulfil the requirements set out in international standards ISO 3779:1983 and 3780:1983.  (b)  VIN shall be located in a clearly visible and accessible position in such a way as it cannot be obliterated or deteriorate.  (c)  Where no VIN is stamped in the chassis or in the body, a Member State may require the applicant that the VIN is retrofitted in application of its national law. In such a case, the competent authority of that Member State shall supervise the operation.  Statutory plate  The vehicle shall be fitted with an identification plate affixed by the vehicle manufacturer.  No additional plate shall be requested after the approval by the approval authority has been granted. | |  |
| 19A | UN Regulation No 14  (Seat belt anchorages) | The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, the VIN of which has to be specified, complies with at least one of the following:  — UN Regulation No 14;  — FMVSS No 210 (Seat belt assembly anchorages); or  — Article 22-3 of JSRRV. | |  |
| 20A | UN Regulation No 48  (Installation of lighting and light signalling devices) | (a)  The lighting installation shall meet the requirements of UN Regulation No 48, series of amendments 03, with the exception of the requirements of Annexes 5 and 6 to that Regulation.  (b)  No exemption shall be permitted in respect of the number, the essential design characteristics, the electrical connections, and the colour of light emitted or retro-reflected of the lights and signalling devices referred to in items 21 to 26 and in items 28 to 30.  (c)  Lights and signalling devices that, for the purpose of fulfilling the requirements of point (a) must be retrofitted shall bear an ‘EU’ type-approval mark.  (d)  Lamps fitted with gas-discharged light source are only permitted in conjunction with the installation of headlamp cleaning device and an automatic headlamp-levelling device where appropriate.  (e)  Headlamp dipped-beams shall be adapted to the direction of traffic legally in force in the country where the vehicle is granted approval. | |  |
| 21A | UN Regulation No 3  (Retro reflectors) | Where necessary, two additional retro reflectors bearing an ‘EU’ approval mark shall be added at the rear, the position of which shall comply with UN Regulation No 48. | |  |
| 22A | UN Regulations No 7, No 87 and No 91  (End-outline, front position (side), rear-position (side), stop, side marker, daytime running lamps) | The requirements set out in the UN Regulations No 7, No 87 and No 91 shall not apply. However, the correct functioning of the lights shall be checked by the technical service. | |  |
| 23A | UN Regulation No 6  (Direction indicators) | The requirements set out in UN Regulation No 6 shall not apply. However, the correct functioning of the lights shall be checked by the technical service. | |  |
| 24A | UN Regulation No 4  (Rear registration plate lamps) | The requirements set out in UN Regulation No 4 shall not apply. However, the correct functioning of the lights shall be checked by the technical service. | |  |
| 25C, 25E, 25F | UN Regulations No 98, No 112 and No 123  (Headlamps (including bulbs)) | (a)  The illumination produced by the passing beam of the headlamps fitted to the vehicle shall be checked under paragraph 6 of UN Regulation No 112 concerning headlamps emitting an asymmetrical passing beam. The tolerances included in Annex 5 to that Regulation may be referred to for that purpose.  (b)  The same requirement shall be fulfilled for the passing beam of headlamps covered by UN Regulation No 98 or No 123. | |  |
| 26A | UN Regulation No 19  (Front fog lamps) | The requirements set out in UN Regulation No 19 shall not apply. However, the correct functioning of the lights if fitted shall be checked by the technical service. | |  |
| 27A | Regulation (EU) No 1005/2010  (Towing hooks) | The requirements set out in Regulation (EU) No 1005/2010 shall not apply. | |  |
| 28A | UN Regulation No 38  (Rear fog lamps) | The requirements set out in UN Regulation No 38 shall not apply. However, the correct functioning of the lights shall be checked by the technical service. | |  |
| 29A | UN Regulation No 23  (Reversing lamps) | The requirements set out in UN Regulation No 23 shall not apply. However, the correct functioning of the lights if fitted shall be checked by the technical service. | |  |
| 30A | UN Regulation No 77  (Parking lamps) | The requirements set out in UN Regulation No 77 shall not apply. However, the correct functioning of the lights if fitted shall be checked by the technical service. | |  |
| 31A | UN Regulation No 16  (Seat belts and restraint systems) | Components  (a)  Seat belts shall not be required to be type-approved in accordance with UN Regulation No 16.  (b)  However, each seat belt shall bear an identification label.  (c)  The indications on the label shall be consistent with the decision concerning seat belt anchorages (Re: entry 19).  Installation requirements  (a)  The vehicle shall be fitted with seat belts in accordance with the requirements set out in Annex XVI to UN Regulation No 16.  (b)  Where a number of seat belts have to be retrofitted in accordance with point (a), they shall be of an approved type in accordance with UN Regulation No 16. | |  |
| 32A | UN Regulation No 125  (Forward vision) | (a)  No obstruction in the 180° forward field of vision of the driver as defined in paragraph 5.1.3 of UN Regulation No 125 shall be permitted.  (b)  By derogation from point (a), the ‘A pillars’ and the equipment listed in paragraph 5.1.3 of UN Regulation No 125 shall not be considered as obstruction.  (c)  The number of ‘A pillars’ shall not exceed 2. | |  |
| 33A | UN Regulation No 121  (Identification of controls, tell-tales and indicators) | (a)  The symbols including the colour of their corresponding tell-tales the presence of which is mandatory by virtue of UN Regulation No 121 shall comply with that UN Regulation.  (b)  Where this is not the case, the technical service shall verify that the symbols, tell-tales and indicators fitted to the vehicle provide the driver with comprehensible information about the operation of the controls in question. | |  |
| 34A | Regulation (EU) No 672/2010  (Defrost/Demist) | The vehicle shall be equipped with adequate windscreen defrosting and windscreen demisting devices.  A windscreen defrosting device which complies as a minimum with point 1.1.1 of Annex II to Regulation (EU) No 672/2010 shall be deemed ‘adequate’.  A windscreen demisting device which complies as a minimum with point 1.2.1 of Annex II to Regulation (EU) No 672/2010 shall be deemed ‘adequate’. | |  |
| 35A | Regulation (EU) No 1008/2010  (Wash/Wipe) | The vehicle shall be equipped with adequate windscreen washing and windscreen wiping devices.  A windscreen washing and wiping device that complies as a minimum with the conditions set out in point 1.1.5 of Annex III to Regulation (EU) No 1008/2010 shall be deemed ‘adequate’. | |  |
| 36A | UN Regulation No 122  (Heating systems) | (a)  The passenger compartment shall be fitted with a heating system.  (b)  Combustion heaters and their installation shall comply with Annex 7 to UN Regulation No 122. In addition, LPG combustion heaters and LPG heating systems shall fulfil the requirements set out in Annex 8 to UN Regulation No 122.  (c)  Additional heating systems which are retrofitted shall comply with the requirements set out in that UN Regulation No 122. | |  |
| 37A | Regulation (EU) No 1009/2010  (Wheel guards) | (a)  The vehicle shall be designed as to protect other road users against thrown-up stones, mud, ice, snow and water and to reduce the dangers due to contact with the moving wheels.  (b)  The technical service may check that the technical requirements set out in Annex II to Regulation (EU) No 1009/2010 are complied with.  (c)  Section 3 of Annex I to that Regulation shall not apply. | |  |
| 38A | UN Regulation No 25  (Head restraints) | The requirements of UN Regulation No 25 shall not apply. | |  |
| 44A | Regulation (EU) No 1230/2012  (Masses and dimensions) | (a)  The requirements of point 1 of Part A of Annex I to Regulation (EU) No 1230/2012 shall be fulfilled.  (b)  For the purposes of point (a), the masses to be considered are the following:  — the mass in running order defined in point (4) of Article 2 of Regulation (EU) No 1230/2012 as measured by the technical service; and  — the laden masses either stated by the vehicle manufacturer or shown on the manufacturer's plate including stickers or information available in the owner's manual. Those masses shall be deemed the technically permissible maximum laden masses.  (c)  No exemption shall be permitted in respect of the maximum permissible dimensions. | |  |
| 45A | UN Regulation No 43  (Safety glazing) | Components  (a)  The glazing shall be made either of tempered or laminated safety glass.  (b)  Fitting of plastic glazing shall be permitted only on locations situated behind the ‘B’ pillar.  (c)  Glazing shall not be required to be approved under UN Regulation No 43.  Installation  (a)  The installation requirements set out in Annex 21 to UN Regulation No 43 shall apply.  (b)  No tinted films that would reduce the regular light transmission under the required minimum shall be permitted on the windscreen and on the glazing located in front of the ‘B’ pillar. | |  |
| 46 | Directive 92/23/EEC  (Tyres) | Components  Tyres shall bear an ‘EC’ type-approval mark including the symbol ‘s’ (for sound).  Installation  (a)  The dimensions, load-capacity index and speed category of the tyres shall fulfil the requirements of Annex IV to Directive 92/23/EEC.  (b)  The speed category symbol of the tyre shall be compatible with the maximum design speed of the vehicle.  This requirement shall apply notwithstanding the presence of a speed limiter.  (c)  The maximum speed of the vehicle shall be stated by the vehicle manufacturer. However, the technical service may assess the maximum design speed of the vehicle by using the engine maximum power output, the maximum number of revolutions per minute and the data concerning the kinematic chain. | |  |
| 50A | UN Regulation No 55  (Couplings) | Separate technical units  (a)  OEM couplings intended for towing a trailer whose maximum mass does not exceed 1 500  kg shall not be required to be type-approved under UN Regulation No 55.  A coupling is deemed OEM equipment where it is described in the owner's manual or an equivalent supporting document provided to the buyer by the vehicle manufacturer.  Where such coupling is approved with the vehicle, an appropriate text shall be included in the approval certificate stating that the owner is responsible for ensuring compatibility with the coupling device fitted to the trailer.  (b)  Couplings other than those referred to in point (a), as well as couplings that are retrofitted, shall be type-approved in accordance with UN Regulation No 55.  Installation on the vehicle  The technical service shall check that the installation of the coupling devices comply with paragraph 6 of UN Regulation No 55. | |  |
| 53A | UN Regulation No 94  (Frontal impact) (e) | (a)  The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, of which the VIN has to be specified, complies with at least one of the following:  — UN Regulation No 94;  — FMVSS No 208 (Occupant crash protection);  — Article 18 of JSRRV.  (b)  A test in accordance with paragraph 5 of UN Regulation No 94 may be conducted on a production vehicle at the request of the applicant.  The test shall be conducted by a technical service that has been designated for carrying out this test. A detailed report shall be issued by that technical service to the applicant. | |  |
| 54A | UN Regulation No 95  (Side impact) | (a)  The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, of which the VIN has to be specified complies with at least one of the following:  — UN Regulation No 95;  — FMVSS No 214 (Side impact protection);  — Article 18 of JSRRV.  (b)  A test in accordance with section 5 of UN Regulation No 95 may be conducted on a production vehicle at the request of the applicant.  The test shall be conducted by a technical service that has been designated for carrying out this test. A detailed report shall be issued by that technical service to the applicant. | |  |
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| 58 | UN Regulation No 127  Regulation (EU) 2019/2144  (Pedestrian protection) | Vehicles shall be fitted with an electronic antilock braking system acting on all wheels.  The requirements of UN Regulation No 127 shall apply.  Any frontal protection system shall either be an integral part of the vehicle and thus compliant with the requirements of UN Regulation No 127 or be type‐approved as separate technical unit. | |  |
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| 59 | Directive 2005/64/EC  (Recyclability) | The requirements of that Directive shall not apply. | |  |
| 61 | Directive 2006/40/EC  (Air-conditioning system) | The requirements of that Directive shall apply. | |  |
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| 62 | UN Regulation No 134  Regulation (EU) 2019/2144  (Hydrogen system) | The requirements of UN Regulation No 134 shall apply.  Alternatively, it shall be demonstrated that the vehicle complies with:  — Substantive requirements of Regulation (EC) No 79/2009 in its version applicable on 5 July 2022;  — Attachment 100 – Technical Standard For Fuel Systems Of Motor Vehicle Fueled By Compressed Hydrogen Gas (Japan);  — GB/T 24549-2009 Fuel cell electric vehicles – safety requirements (China);  — International standard ISO 23273:2013 Part 1: Vehicle functional safety and Part 2: Protection against hydrogen hazards for vehicles fuelled with compressed hydrogen; or  — SAE J2578 – General Fuel Cell Vehicle Safety | |  |
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| 72 | Regulation (EU) 2015/758  (eCall system) | The requirements of that Regulation shall not apply. | |  |
| (1)  Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16). | | | | |