

CHAPTER 6

NATIONAL TYPE APPROVAL OF VEHICLES AND COMPONENTS ETC

SECTION 6 – 1

RELATIONSHIP TO EEC TYPE APPROVAL ETC.

1. This Chapter shall apply when no other procedure has been laid down, see Chapter 3-5. The regulations in Section 6-4, No. 1 Paragraph 4, Section 6-8, Section 6-9 No. 2 Paragraph 2 and Section 6-16 Nos. 1 and 2, shall also apply before EEC type approvals.
2. When this Chapter applies, the national requirements described below shall apply, taking into consideration the principles in Sections 3-1, 3-16, 4-1, 4-11, 5-1, and 5-6.
3. The national requirements in respect of tractors mentioned below also apply to agricultural and forestry tractors until July 1, 2005, unless Chapter 5 should be used. As from July 1, 2005, the following national requirements apply when approving a tractor, trailer for tractors, and interchangeable towed machinery as defined in Section 2-4:
 - Individual approval of tractors in Categories T1, T2, and T3 shall be done according to the requirements in Chapter 5, Section 5-1, No 7.
 - Type approval and individual approval of tractors in Category T5 shall be done according to the following chapters in the Regulations. Type approvals issued on the basis of the requirements which applied before July 1, 2005. may be used until January 1, 2010 in respect of new registrations of tractors in Group T5.
 - Type approval or individual approval of trailers for tractors (Category R), shall be done according to the requirements applicable to trailers in the following chapters in the Regulations.
 - Type approval or individual approval of interchangeable, towed machine (Category S), shall be done according to the requirements applicable to trailing equipment in the following chapters in the Regulations.
 - Type approval or individual approval of tractors in Categories T4 and C4 shall be done according to the requirements in Directive 2003/37/EC, as amended by Directive 2004/66/EC and Directive 2005/67/EC, Annex II, Chapter B, Part 1 or mentioned, equal standards.
 - Type approval or individual approval of tractors in Categories C1, C2, C3, and C5 shall be done according to the requirements in Directive 2003/37/EC, as amended by Directive 2004/66/EC and Directive 2005/67/EC, Annex II, Chapter B, with the following stipulations
 - The requirements to total weight (Paragraph 1.1) follow Chapter 10 of these Regulations.
 - The requirements to steering (Paragraph 5.1) follow Chapter 21 of these Regulations.

- The requirements to brakes (Paragraph 7.1) follow Chapter 26 of these Regulations.
- The requirements to driver's seat (Paragraph 12.1) follow Chapter 18 of these Regulations.
- The requirements to stability follow Chapter 9 of these Regulations.

SECTION 6 - 2

APPROVING AUTHORITY

1. Vegdirektoratet is the approving authority for type approval of vehicles and parts and vehicles equipment.
2. Regionvegkontoret is the approving authority for approval of individual vehicles.
3. Approval of ambulances shall be done by Statens vegvesen, Region South, Tønsberg Traffic Station.
4. Vehicles or parts or equipment which must be approved according to other laws than the Road Traffic Act, must, in addition to the approval according to these regulations, be approved by the relevant authority according to the other legislation.

SECTION 6 – 3

APPROVAL OF VEHICLES

1. A vehicle subject to obligatory registration must be approved before it is taken into use.

New vehicles and their trailers, documented as having been EC-type approved in another EEA country according to Directive 2007/46/EC, as amended by Regulation (EC) No 1060/2008, shall be regarded as approved. The vehicle group given in the approval shall be used. Systems, components, technical units, and partly constructed vehicles according to the above legal requirements in respect of which it can be documented that the requirement levels or the EC-type approval have been met, may be used in connection with individual approval or national type approval. For buses, Class II, this part applies only if the bus is fitted with safety belts meeting the requirements laid down by Directive 96/36/EC and Directive 96/38/EC. Ambulances must, in addition, meet the requirements in respect of securing the stretcher and any patient on a stretcher as given in Section 8-7.
2. The approving authority must classify the vehicle within the vehicle categories mentioned in Chapter 2. Classification of the various models of motorcycles in the different groups of motorcycles shall in all cases be carried out by Vegdirektoratet. The vehicle must be classified according to its design/construction, seen in relation to the definitions in Chapter 2. If there is a doubt, the approving authority shall decide how the vehicle is to be classified.

Unless otherwise stated, a vehicle which has been approved, classified or registered as a type of vehicle according to earlier regulations, shall retain this status. This also applies to EEC type approved vehicles.

ORIGINAL :KJØRETØYFORSKRIFTEN of October 4, 1994

3. Vehicles must normally satisfy the requirements which apply to the category in question. However, the exceptions as mentioned in Directive 70/156/EEC shall apply, as last amended by Directive 2004/3/EC, Annex XI, giving certain exemptions for ambulances, motor caravans, hearses, and armoured vehicles. These may, inter alia, when they belong to another category than the original vehicle, on some points meet the requirements to that base vehicle instead.
4. Vehicles which require approval according to legislation shall have their maximum axle load, bogie load, and total weight for which they are to be approved determined by the approving authority. These values shall be in accordance with the requirements in Chapter 10, with the following exceptions:

- A) Vehicles fitted out in such a way that the load, irrespective of its size, has the same point of attack on the vehicle (for example a fixed turntable) shall be approved for a smaller axle load, bogie load, and total weight than the values laid down in the first paragraph when the point of attack has such a position that the maximum weights cannot be utilised.

The maximum total weight, axle load, and bogie shall be calculated on the basis of the point of attack of the different loads (persons and cargo) in relation to the centres of the axles and full utilisation of the maximum total weight or maximum axle/bogie load rear or front.

- B) The following vehicles may be approved for a maximum axle load, bogie load, and total weight lower than given in the first paragraph according to the following guidelines:
- a) *Bus/coach (M₂ and M₃):* Maximum axle load, bogie load, and total weight shall be calculated on the basis of the size and position of the maximum load. The maximum load shall be calculated on the basis of the number of seats and permitted number of standing passengers.
 - b) *Tractors:* Maximum axle load, bogie load, and total weight shall be decided on the basis of the carrying ability of the tyres or on the basis of the weights and pressures used during braking with warm brakes if these values are smaller.
 - c) *Motorised equipment:* For motorised equipment not intended to carry goods when moving, the maximum axle load, bogie load, and total weight shall be decided on the basis of the specific weight's size and distribution on the axles and the weight and the position of the driver and passengers.

For motorised equipment intended to carry goods when moving, the maximum axle load, bogie load, and total weight shall be decided on the basis of the tyres' carrying ability.

5. When registering a vehicle it must be approved for the number of persons for which it has the maximum number of seats. With regard to EEC type approved vehicles, the vehicle may alternatively be registered for the number of persons given on the Certification of Conformity even if this is higher. Any seats in front of the stretcher in the stretcher compartment of an ambulance shall not be included in the number of seats. However, this does not apply to one single seat, facing forward, in front of a stretcher in an ambulance having two stretchers. Space on stretcher in an ambulance shall be included in the number of persons for which the vehicle is being registered. Buses/coaches, (M₂ and M₃) must in addition be approved for the number of persons for which the vehicle has standing room. However, no vehicle can be approved for a greater number of persons than its payload. The weight of each person shall be equal to 75 kg, except for a bus/coach with 17 or more passenger places in addition to the driver, where the weight of each person shall be equal to 70 kg.

CHAPTER 10

WEIGHT GUARANTEE, WEIGHT DISTRIBUTION AND DIMENSIONS

SECTION 10 – 1

GENERAL CONCERNING WEIGHT GUARANTEE, WEIGHT DISTRIBUTION AND DIMENSIONS

1. All vehicles must be designed and, with regard to the approval authority, be guaranteed by the manufacturer in respect of maximum axle load, bogie load, and total weight, as well as in respect of any trailers/trailing equipment for the vehicle. This shall not prevent the same basic vehicle from having different total weights when it is classified in the different vehicle groups M and N.
2. In respect of vehicles and their trailers, produced in several stages, it is a requirement that in addition to the guarantee as mentioned in Paragraph 1, the manufacturer has the documents and the information about the vehicle and its parts from previous production stages which are necessary in order to establish the weights and loads mentioned in Paragraph 1, or has systems which ensure that such documents and such information is made available and exchanged.

In respect of vehicles and their trailers which have been assembled, see Chapter 7, it is a requirement that in addition to the guarantee as mentioned in Paragraph 1, the manufacturer has the documents and the information about the vehicle and its parts which are necessary in order to establish the weights and loads mentioned in Paragraph 1.

The manufacturer's guarantee for maximum total weight may be given on a production label, a sticker, or similar. Such weight indication must be securely fixed in a place which is easily seen and readily accessible, on a part which is not normally likely to be replaced, and it must be clearly legible/easy to read and be non-removable.

Weight indication on a production label from the manufacturer according to Directive 76/114/EEC, possibly as amended by Directive 78/507/EEC and Directive 87/354/EEC, shall be accepted as guaranteed weight. Guaranteed weight determined according to Directive 92/21/EEC, possibly as amended by Directive 95/48/EC for vehicles in Category M₁, and according to Directive 97/27/EC for vehicles in Categories other than M₁, shall be accepted as guaranteed weight.

A declaration from anyone else than the manufacturer stating that a car or trailer for car is similar to another for which there is a weight guarantee in respect of the items of importance for giving the weight, shall not be accepted as a weight guarantee.

3. For motor vehicles with a permitted total weight up to and including 3 500 kg, the permitted weight of the trailer also trailers with brakes must not be higher than the permitted total weight of the motor vehicle. However, off-road vehicles corresponding to the definition in Directive 70/156/EEC, as amended by Directive 87/403/EEC, may have a permitted trailer weight up to 1.5 times the permitted total weight of the motor vehicle. Permitted trailer weight must not under any circumstances exceed 3 500 kg.

Permitted trailer weight for a trailer without brakes must not be higher than half of the motor vehicle's specific weight, and must not exceed 750 kg.

The permitted trailer weight must be determined in such a way that the motor vehicle, with trailer, can be placed 5 times in a period of 5 minutes on an incline of 12% with the vehicle combination laden to its permitted total weight.

Irrespective of the regulations in Paragraphs 1 and 3, the approving authority may set the weight of the trailer equal to the net weight of the motor vehicle; however, not higher than the manufacturer's guaranteed trailer weight according to No. 1.

The permitted weight of the trailer cannot be set higher than half the specific weight of the motor vehicle for two-wheeled and three-wheeled motor vehicles.

4. A vehicle must be so constructed that the net weight and maximum total weight are distributed as evenly as possible on wheels on the same axle and suitably distributed between the axles. At least 20% of the weight mentioned must rest on the steering wheels.

Tractors meeting the requirements of Directive 74/151/EEC, as amended by Directive 82/890/EEC, Directive 88/410/EEC, Directive 97/54/EC, Directive 98/38/EC or Directive 2006/26/EC shall be regarded as meeting the regulations in this No. The same applies to vehicles of Category M₁ which meet the regulations in Directive 92/21/EEC, as amended by Directive 95/48/EC, for vehicles/trailers except Category M₁ which meet the requirements in Directive 97/27/EC, and for two and three wheel motor vehicles which meet the regulations in Directive 93/93/EEC, as amended by Directive 2004/86/EC.

5. The dimensions of the vehicle according to Directive 92/21/EEC, as amended by Directive 95/48/EC, for vehicles in Category M₁, in agreement with Directive 97/27/EC as amended by 2003/19/EC for other vehicles/trailers than Category M₁, and in agreement with Directive 93/93/EEC as amended by Directive 2004/86/EC for two and three wheel motor vehicles must be approved.
6. The regulations in Numbers 1, 3 and 4 do not apply to tracked vehicles/tracked motorcycles.
7. Weight guarantee determined according to Directive 93/93/EEC as amended by Directive 2004/86/EC shall be accepted.

SECTION 10 – 2

DEFINITION OF MANUFACTURER OF VEHICLE AND THEIR TRAILERS

By "manufacturer" of vehicle and their trailers is meant a physical or legal person/entity who is responsible for the design/construction and production of a vehicle and its trailer with a view to marketing under this person's/entity's name or make, or any physical or legal person/entity who has designed and produced a vehicle and its trailer for own use.

In order to be granted approval it is a prerequisite that a manufacturer of car and trailer for car's sin WMI code is entered on the chassis, see Section 6-4, sixth part.

By "the manufacturer's representative" is meant any physical or legal person/entity duly appointed by the manufacturer of a vehicle and its trailer to represent him for the approval authority and to act on behalf of the manufacturer, within the areas covered by this Chapter. Where this Chapter refers to the term "manufacturer" of a vehicle and its trailer, this shall be understood to mean either the manufacturer or the manufacturer's representative.

SECTION 10 – 3

**WEIGHT GUARANTEE, WEIGHT DISTRIBUTION, AND DIMENSIONS OF TWO-
OR THREE-WHEELED MOTOR VEHICLES
(DIRECTIVE 93/93/EEC AS AMENDED BY DIRECTIVE 2004/86/EC)**

1. Requirement level: Directive 93/93/EEC as amended by Directive 2004/86/EC (on weights and dimensions of two- or three-wheeled motor vehicles).
2. Scope: All motor vehicles as defined in Article 1 of Directive 92/61/EEC, from November 9, 2003 replaced by Directive 2002/24/EC, as amended by Directive 2003/77/EC.
3. Alternative standard: None.
4. Approval: Confirmation from the manufacturer that the motor vehicle meets the above requirements, must be presented in connection with the type approval. This does not apply where the motor vehicle displays a Certificate of Conformity and/or is marked with a type approval number according to Directive 92/61/EEC, from November 9, 2003 replaced by Directive 2002/24/EC, as amended by Directive 2003/77/EC.
5. Coming into effect:

Category	For type approval of new vehicle type	New Registrations
All (Directive 93/93/EEC)	October 1, 1999	June 17, 2003
Changed stipulation of specific weight for four-wheeled mopeds in Category L _{6e} and four-wheeled motorcycles L _{7e} intended for transport of goods (Directive 2004/86/EC)	July 1, 2005	

SECTION 10 – 4

WEIGHT GUARANTEE AND WEIGHT DISTRIBUTION FOR TWO AND THREE-WHEEL MOTOR VEHICLES

0. The regulations in this Section do not apply to two or three-wheeled motor vehicles which are covered by Section 10-3.
1. Where the manufacturer has not guaranteed the maximum, relevant total weight of any trailer for two or three wheeled motor vehicles, the approving authorities may, irrespective of Section 10-1, determine the trailer weight. The permitted, relevant trailer weight must not be determined greater than half the specific weight of the motor vehicle (without driver and without a trailer connection fitted). This also applies when the manufacturer has guaranteed a greater weight. The permitted, relevant trailer weight cannot be set to be greater than the trailer weight for which the trailer connection may be approved. Where the motorcycle has a sidecar, the sidecar must have an approved brake if the motorcycle is to be approved for towing a trailer. In that case, the sidecar must be included in the motorcycle's specific weight, forming the basis for determining the permitted, relevant trailer weight.
2. Deleted

SECTION 10 – 5

WEIGHT GUARANTEE AND WEIGHT DISTRIBUTION FOR TRACKED VEHICLES AND TRACKED MOTORCYCLES

1. Tracked vehicles and tracked motorcycles must be constructed and guaranteed by the manufacturer in respect of maximum total weight.
2. Tracked vehicles and tracked motorcycles must be so constructed that their net weight and maximum total weight is distributed as evenly as possible between tracks and suitably distributed along the individual tracks.

SECTION 10 – 6

WEIGHT GUARANTEE AND WEIGHT DISTRIBUTION FOR TRACTORS IN CATEGORY T5 BEING APPROVED AFTER JULY 1, 2005.

Tractors in Category T5 being approved after July 1, 2005, must meet the requirements mentioned in Annex I with Directive 74/151/EEC, latest amended by Directive 98/38/EC.

Confirmation issued by the manufacturer or a competent, independent laboratory that tractors in Category T5 satisfy the above requirements must be presented at the approval. This does not apply when a tractor in Category T5 is accompanied by a valid Certificate of Conformity according to Directive 2003/37/EC, as amended by Directive 2004/66/EC and Directive 2005/67/EC. As an alternative, tractors in Category T5 or parts or technical units may be approved and marked according to the above requirements.

CHAPTER 38

TRAILER COUPLING – TOWBAR

SECTION 38 – 1

GENERAL CONCERNING TRAILER COUPLING, TOWBAR

1. Rescinded.
2. The following requirements shall apply until June 1, 2011: Part of trailer connection fitted to the towing vehicle (towing part) and the part fitted to the trailer/trailing equipment for connection to the towing part (tow-part), must be strongly made, securely fixed, easy and safe to operate, and safe against unintentional release. After June 1, 2011, the following shall apply:

Part of a trailer coupling fitted to a motor vehicle (tractor part) and that part which is fitted to the trailer/trailer equipment (towed part) must be of sufficient strength, securely fixed, easy and safe to operate and safeguarded against unintentional disconnection.

Trailer couplings satisfying the requirements of Directive 94/20/EC, Directive 97/24/EC, Chapter 10, in respect of two and three wheeled motor vehicles, shall be regarded as having met the requirements in the first part. Trailer couplings for agricultural or forestry tractors satisfying the requirements of Directive 89/173/EEC, Annex IV, as amended by Directive 97/54/EC or Directive 2000/1/EC, shall also be regarded as having met the requirements in the first part.

3. All approved vehicles must be presented for new approval if they are fitted with a tractor part for trailer/trailer equipment, see Section 6-7.

SECTION 38 – 2

TRAILER COUPLING, TOWBAR ON VEHICLES

1. The Regulations in Number 1-3 apply to passenger cars and goods delivery vans.
2. The vehicles tractor part must have clear and durable marking stating manufacture and the maximum permitted weight of the trailer.

Marking as given in the Directive is sufficient for a towing part which is type approved according to Directive 94/20/EC.

3. The vehicles towing part must have a ball with diameter 50 mm.

SECTION 38 – 3

TRAILER COUPLING FOR TWO- OR THREE-WHEELED MOTOR VEHICLES
(COUNCIL DIRECTIVE 97/24/EC, CHAPTER 10)

1. REQUIREMENT LEVEL:

Directive 97/24/EC, Chapter 10 (trailer coupling devices of two- or three-wheeled motor vehicles).

2. SCOPE:

All vehicles as defined in Article 1 of Directive 92/61/EEC, from November 9, 2003 replaced by Directive 2002/24/EC, as amended by Directive 2003/77/EC with trailer coupling fitted.

3. ALTERNATIVE STANDARD:

None.

4. APPROVAL:

Confirmation from the manufacturer or from a competent, independent laboratory that the motor vehicle meets the above requirements, must be presented in connection with the type approval. This does not apply where the motor vehicle displays a valid Certificate of Conformity and/or is marked with a type approval number according to Directive 92/61/EEC, from November 9, 2003 replaced by Directive 2002/24/EC, as amended by Directive 2003/77/EC. The motor vehicle, parts or technical units may, as an alternative, be approved and marked in accordance with the above requirements.

5. COMING INTO EFFECT:

Category	For type approval of new vehicle type	New Registrations
All	October 1, 1999	June 17, 2003

SECTION 38 – 4

TRAILER COUPLING ON TWO AND THREE WHEELED MOTOR VEHICLES

1. If two and three wheeled motor vehicles have a trailer coupling (towing part) with a ball, the ball diameter must be 50 mm. If the motor vehicle has a towing part of any other design, for example for towing a trailer with one wheel, the motor vehicle and the trailer must be approved together, and noted in the vehicle documents. A trailer used by a motorcycle with a sidecar does not have to track centrally in relation to the motorcycle itself.
2. The trailer fixing (towing part) and its installation must be approved before it is used. Approval may be done on the basis of information from the trailer fixing manufacturer, the motor vehicle manufacturer, or an independent laboratory.
3. The trailer fixing must be marked so that it can be identified in relation to the information on which the approval is based.