



# **46<sup>th</sup> DETA IWG Session**

## **Unique Identifier**

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**UI, as conceived today, obliges to download a PDF to check whether this semitrailer has a triangular retroreflective device (IIIB)**



# PRACTICAL EXAMPLE

DETA-46-04e



**UI, as conceived today, obliges to download a PDF to check whether this truck has a side marker lamp (SM1) incorporated in the rear group of lamps**



**The 1997 Agreement and Directive 2014/45/EU require to check the presence of the devices shown in the examples.**

# Unique Identifier update

DETA-46-04e



- Let's suppose that a rear ensemble of lamps and reflector has gotten the identification IU123456
- And the information uploaded to the Summary Document is the following (example of UNECE Reg 150):

		2a R 00 01 F AR S2 00 00 01 3333	

UI 123456

- The example above contains the approval of:
  - 2a: rear direction indicator lamp
  - R: Rear position lamp
  - F: Rear fog lamp
  - AR: Reversing lamp
  - S2: Stop lamp

- After the summary document is uploaded, someone realizes a clerical mistake: the reference to the retroreflective device "IA" is missing.
- Someone may feel tempted just to correct the mistake by keeping the same UI, as follows:

	IA 02	2a 00	R 01	
	F 00	AR 00	S2 01	
		3333		
		ⓔ <sub>4</sub> →		

UI 123456

- From a practical point of view, with the mistaken version, the vehicle would be rejected in PTI because of the lack of an approved retroreflective device. Some days later, when the mistake is corrected, the vehicle will be accepted.
- This creates an unacceptable legal uncertainty for citizens and vehicle inspection operators. Therefore, the rules on the UI and the summary document must contain the necessary provisions to manage the situation. I.e. the correction of a mistake only can be made with the assignment of a new UI.

# Summary document example

DETA-46-04e

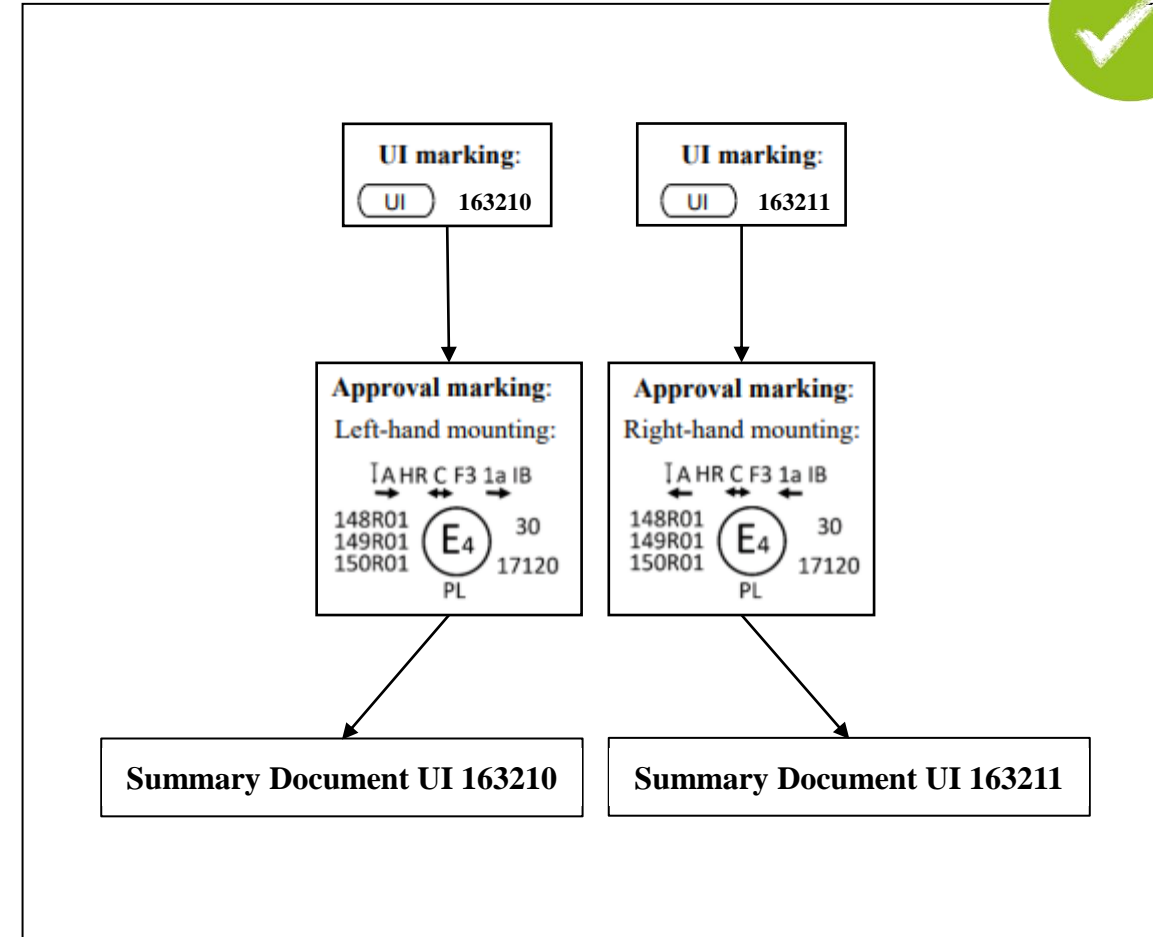


## Example of a summary document



The following is given merely as an example and any other arrangements in accordance with Annex 9 to this Regulation is acceptable.

<p><b>Summary Document UI 163210</b></p> <p><b>UI marking:</b>  </p> <p><b>Approval marking:</b></p> <p>Left-hand mounting:      Right-hand mounting:</p> <p style="text-align: center;"> </p> <p style="text-align: center;"> </p> <p><b>Restrictions to the use and/or installation of the device:</b></p> <p>Maximum installation height of the front position lamp (A) is 750 mm</p> <p style="text-align: right;">page 1 of 2</p>	<p><b>Summary Document UI 163210</b></p> <p><b>Additional information, if any:</b></p> <p>This device, with a plastic outer lens (PL), contains the functions driving-beam (HR), passing-beam (C), front fog lamp of Class F3 (F3), front direction indicator of category 1a (1a), reflex reflector of Class IB (IB) and a front position lamp (A) with reduced light distribution (as indicated by the vertical arrow).</p> <p>The driving-beam provides a maximum intensity between 123,625 and 145,125 candelas (as indicated by the number 30). The passing-beam fulfils the requirements for right-hand traffic and left-hand traffic (as indicated by the double headed arrow).</p> <p>Due to the photometric restrictions for the front position lamp and the front direction indicator the arrow below the symbols (A, 1a) shall be directed outwards from the vehicle.</p> <p style="text-align: right;">page 2 of 2</p>
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- **Vehicle inspection is a sovereign activity that uses approval markings**
- **DETA can not limit the access to information for sovereign activities**
- **The Unique Identifier shouldn't hamper vehicle compliance activities**



**Thank You for your attention!**

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