inorms

TECHNICAL COMPLIANCE

PRACTICAL GUIDE · 2026 EDITION

EAC Certification of Vehicles and Automotive Parts

A comprehensive handbook for manufacturers, exporters and product managers



VEHICLES · CHASSIS · COMPONENTS
TESTING · DOCUMENTATION · CHECKLISTS

As of 10 October 2026

ac-inorms.com

PRACTICAL GUIDE

How to use this guide

From vehicle planning to the release of vehicles and replacement parts.

This handbook is intended for vehicle and component manufacturers, body builders, replacement-parts suppliers, importers, exporters and technical product managers. It covers wheeled vehicles in categories L, M, N and O, chassis and safety-related vehicle components. It is based on the AC Inorms automotive webpage and regulations archive; procedure boundaries have been checked against official legal sources.

Distinguish four conformity routes

“EAC certification of vehicles” is a sector description. A complete vehicle type needs a different document from a new replacement-part type or an individually imported vehicle. This guide therefore separates vehicle type approval, chassis type approval, individual assessment and component conformity confirmation. Customs clearance, vehicle passports and national registration are explained as separate steps.

Find the chapters for your task

Engineering and homologation: pages 8-28. Export and project management: pages 5-7 and 29-34. Practical implementation: examples on pages 35-36, shipment checklist on page 39, and enquiry form with project matrix on pages 40-41. The appendices contain a targeted regulations directory, terminology and linked sources.

Edition 1.0 · As of 10 October 2026

Applicable original texts, amendments and transitional provisions take precedence. Examples are working models, not binding classifications. Decision No. 37/2026 and its hybrid-vehicle particulars effective from 8 October 2026 are considered. National special procedures require a separate assessment for the actual destination country.

Sources: [1]-[5]

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Chapters and sources are linked directly within the PDF.

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Suggested starting point

Begin on page 4 with the actual supply item. The decision overview on page 10 leads to the appropriate procedure. For components, always assess the actual entry in Annex 10; for complete vehicles, establish the category and the way they will be placed on the market.

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Quick start: seven decisions

Identify the supply item first, then plan the evidence.

Step	Question to resolve	Result
01	Complete vehicle, chassis, body or replacement part?	Assessment object
02	Which category, function, models and factories?	Technical scope
03	Series, small batch, individual import or modification?	Approval route
04	New, used, remanufactured or original equipment?	Special conditions
05	018/2011, relevant annexes and other regulations?	Requirements matrix
06	Which representation, reports and approvals exist?	Evidence review
07	Testing, audit, register, marking and import resolved?	Project and release plan

Your initial information package

Provide a product list, photographs, datasheets and proposed HS/TN VED codes. For vehicles, add category, maximum mass, axle loads, seating, propulsion, manufacture year and VIN; for parts, add part numbers, installation application and production sites. State explicitly whether the supply is to a vehicle manufacturer or to the replacement-parts market.

Do not classify by trade description alone

“Automotive part”, “engine”, “spare part” or “commercial vehicle” is insufficient for classification. Function, actual vehicle application, condition and supply arrangement must match the regulatory entries. A tariff code alone does not replace this technical assessment.

Sources: [1], [3], [4]

FUNDAMENTALS

The EAEU market

EAC provides a common conformity framework for five countries.

One economic area - five member states

EAEU / Eurasian Economic Union

Armenia	Belarus	Kazakhstan	Kyrgyzstan	Russia
EAC	EAC	EAC	EAC	EAC

Common product requirements; assess additional national operating obligations separately.

What mutual recognition means

A properly issued and valid EAC document is generally usable in all five EAEU member states within its product scope. Common recognition concerns the relevant technical product requirements. Language obligations, national measuring instrument rules, plant operation and registrations with authorities may still apply separately.

Understanding EAC, CE and GOST

Term	Meaning for vehicle exports
EAC	Conformity marking for compliance with all applicable TR CU / TR EAEU. It is applied only after the required assessment is complete.
CE	EU conformity marking. EU documentation can provide a technical starting point but does not replace a required EAC document.
GOST	Standards or national conformity systems. Whether a GOST test standard applies depends on the specific regulation and its standards list.

Successful conformity assessment alone does not authorise an otherwise prohibited export. Foreign trade law and technical product conformity are separate assessments.

Sources: [3], [4], [5]

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Roles and responsibilities

Manufacturer, representative and assessment bodies must fit the procedure.

Role	Project responsibility
Manufacturer	Defines type and production; supplies technical documents and ensures conformity of production.
Authorised representative	Acts contractually for the foreign manufacturer; assess the required EAEU establishment.
Component applicant	Normally the component manufacturer or its authorised representative under Section V.
Certification body	Assesses scope, schemes, evidence, production and decisions within its accredited scope.
Laboratory / technical service	Tests within its permitted competence; identifies samples and issues traceable reports.
Approval authority	Competent national body involved in vehicle/chassis type approval.
Importer / customs agent	Plans import, use of documents, vehicle passports and national registration.

Establish authority and rights to use documents

Establish who commissions reports, supplies binding model and factory information, and may use documents for shipments. The representation agreement must fit the actual procedure. Under conditions, the regulation also allows certain component certificates to be issued to a seller with manufacturer-origin evidence; this does not create unrestricted applicant choice.

Consultancy and formal decision

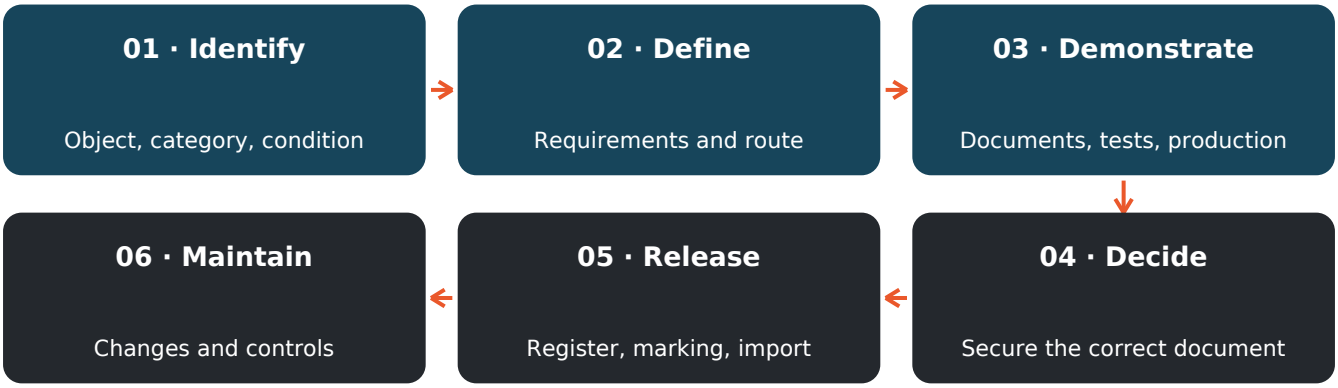
AC Inorms supports classification, documentation, testing organisation and coordination. Certificates, registered declarations and type approvals are created through the prescribed procedure by the competent body or responsible applicant.

Sources: [1], [3], [4]

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The project workflow

Release requires a suitable document and traceable supporting evidence.



Stage	Concrete output
1 · Information	Product, category, use, condition, models, factories and supply arrangement defined.
2 · Legal review	Requirements, annexes, exclusions, scheme and national interfaces established.
3 · Evidence planning	Existing UN/EU approvals, reports and production evidence assessed; gaps recorded.
4 · Implementation	Technical descriptions, samples, tests, audit and translations completed.
5 · Decision	Certificate/declaration or vehicle document created and checked under the correct procedure.
6 · Market entry	Registers, marking, vehicle passport, customs and registration coordinated.
7 · Maintenance	Production control, changes, expiry and replacement procedures monitored.

The graphic shows a project structure, not one universal test sequence. Individual assessment follows different requirements from a component series. Maintain an action list: requirement, existing evidence, missing evidence, owner and deadline. Close each gap before the relevant release.

Sources: [1], [3], [4]

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Vehicle categories L, M, N and O

Category determines which technical requirements apply in detail.

Category	Basic classification
L	Two- and three-wheeled vehicles and certain four-wheeled vehicles; subclasses depend on technical criteria.
M1	Passenger transport; no more than eight seats in addition to the driver.
M2 / M3	More than eight passenger seats; M2 up to 5 t, M3 above 5 t technically permissible maximum mass.
N1	Goods transport; technically permissible maximum mass up to 3.5 t.
N2 / N3	N2 above 3.5 t up to 12 t; N3 above 12 t.
O1 / O2	Trailers; O1 up to 0.75 t, O2 above 0.75 t up to 3.5 t.
O3 / O4	Trailers; O3 above 3.5 t up to 10 t, O4 above 10 t.

Subcategories and special equipment

Also assess off-road characteristics, bus class, special purpose, dangerous-goods transport, child transport and equipment. The definitions and tables in Annex 1 govern. A four-wheeled vehicle is not automatically M1; a mobile working machine is not a road vehicle merely because it has wheels.

Keep classification systems distinct

Vehicle category, tariff code and national driving-licence category are different systems. Record category, maximum mass, seating, purpose and propulsion in the technical datasheet. Assess the actual regulatory boundary for mixed and special-purpose vehicles.

Sources: [3], [4]

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Scope and exclusions

TR CU 018/2011 covers road vehicles and defined components.

The regulation protects life, health, property and the environment. It covers defined wheeled vehicles regardless of manufacture country when placed on the market and in operation, as well as chassis and listed components. Requirements and procedures differ for a new vehicle type, individual import, vehicle already in use and separately marketed replacement part.

Exclusion / boundary	Key condition
Slow vehicles	Design maximum speed no more than 25 km/h. Assess other regulations.
Competition vehicles	Intended exclusively for sporting competitions; normal road use does not qualify.
Historic vehicles	L/M1 at least 30 years; M2/M3/N at least 50 years with further conditions, including original condition and non-commercial transport.
Temporary import	No more than six months under a customs procedure that does not permit disposal.
Other special cases	For example, certain personal relocation property or diplomatic use; assess the precise conditions.
Different application	Classify agricultural/forestry tractors, pure working machines or other transport modes separately.

Record the reason for an exclusion

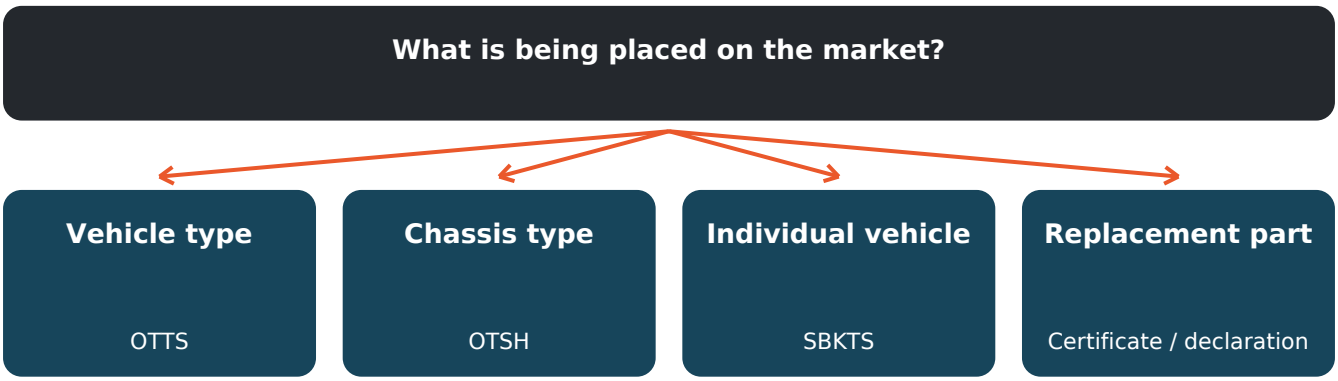
A used vehicle is not excluded merely because it is old. Document the actual legal condition with technical information, condition and import purpose. Exclusion from 018 does not automatically remove customs, environmental, registration or other product obligations.

Sources: [3], [4]

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Which conformity route fits?

The actual supply item leads to the correct procedure family.



Object	Typical document	Details
Vehicle type	OTTS · Vehicle type approval	Page 11
Chassis type	OTSH · Chassis type approval	Page 12
Individual vehicle	SBKTS · Vehicle construction safety certificate	Page 13
Vehicle in use after modification	Safety confirmation for modifications and national implementation	Page 14
Listed new replacement component	Certificate/declaration under Annexes 10 and 19	Pages 15-17

The precise route follows the definitions, annexes and conditions of 018/2011. “One unit” on a purchase order does not automatically make a commercially imported new vehicle eligible for individual assessment. A small batch within type assessment is likewise not a freely chosen substitute for regular type approval.

Assess national special procedures separately

Temporary national procedures may prescribe a different document and territorial restrictions. Their outcomes must not be used without assessment as ordinary EAEU-wide OTTS or SBKTS documents. Page 45 explains this important boundary.

Sources: [3]-[5]

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OTTS: vehicle type approval

For a defined vehicle type with documented production and variants.

OTTS is the Russian abbreviation for vehicle type approval. Assessment covers the defined type, its permitted variants and the requirements applicable to its category. Type grouping follows Annex 11; technical requirements and evidence are addressed particularly by Annexes 2, 3 and 12. The result is not a general approval of every vehicle sold under a brand.

Work area	Prepare for assessment
Type description	Category, type/trade name, axles, dimensions, masses, propulsion and permitted variants.
System evidence	Brakes, steering, lighting, emissions, noise, passive safety and other applicable requirements.
Existing approvals	Complete UN/EU documents with extensions; establish their connection to the proposed type.
Production	Manufacturer, sites, quality procedures and production-consistency evidence.
Formal decision	Certification body and competent approval authority within the prescribed process.
Marking / register	VIN, manufacturer plate, approved scope and corresponding register record.

Validity and supply scope

The regular maximum OTTS validity under Section V is generally three years; the regulation specifies exceptions and further limits. New variants, a different powertrain or a new factory may require amendment or reassessment. Check the approved type against each configuration actually manufactured and imported.

Project decision

Before commissioning, establish whether the project concerns a complete new range, extension of an existing OTTS or a demonstrably eligible special case. The existing European approval package is an important starting point for the gap analysis.

Sources: [3], [4]

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OTSH: chassis type approval

An approved chassis provides a basis for the subsequent completed vehicle.

OTSH denotes chassis type approval. It covers the defined technical state of the chassis and the requirements applicable to it. Missing elements of the eventual complete vehicle are not automatically assessed. Bodywork, weight distribution, lighting installation and special use may require further evidence.

Interface	Record and assess
Base chassis	Manufacturer, type, category, approved variants and OTSH validity.
Technical limits	Wheelbase, frame, axle loads, permissible mass, mounting and load limits.
Systems	Engine, braking, steering, tyres and equipment already covered.
Body builder	Company, production site, drawings, calculations and final intended purpose.
Completed state	Reassess affected requirements and establish conformity of the complete vehicle.
Information flow	Agreement giving access to base documents and planned changes.

Coordinate before designing the body

Confirm body-building limits and the evidence strategy before manufacture. An excessive axle load or a frame modification can invalidate existing evidence. Use base-manufacturer approvals and maintain traceable vehicle identity and responsibilities throughout all manufacturing stages.

OTSH does not replace complete vehicle approval

Chassis approval is limited to its own scope. The final manufacturer must ensure conformity of the completed vehicle under the applicable procedure. Explicitly assess special conditions for using base vehicles already placed on the market.

Sources: [3], [4]

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SBKTS: individual vehicle assessment

The certificate relates to the identified vehicle and its actual condition.

SBKTS is the vehicle construction safety certificate for a vehicle meeting the regulation’s individual-vehicle definition. Subject to the legal conditions, this may include individually built vehicles, certain privately imported vehicles or vehicles previously operated outside the EAEU. Assess the actual eligibility condition before import.

Assessment step	Information required
Identity	VIN, manufacturer, model, manufacture year, category and ownership/import documents.
Condition	Actual equipment, repairs, modifications, propulsion and technical function.
Requirements	Applicable individual requirements, particularly Annex 4, and other relevant safety provisions.
Assessment	Technical examination, required tests and an unambiguous documented vehicle reference.
Outcome	SBKTS under the prescribed procedure; prepare data for vehicle passport and registration.

Individual vehicle is a legal definition

A commercial new-vehicle series cannot be split into arbitrary individual procedures merely by issuing separate invoices. Assess vehicle history, importer, own use and supply arrangement. Before shipment, clarify technical presentation arrangements and the requirements of the competent body.

Safety certificate and registration

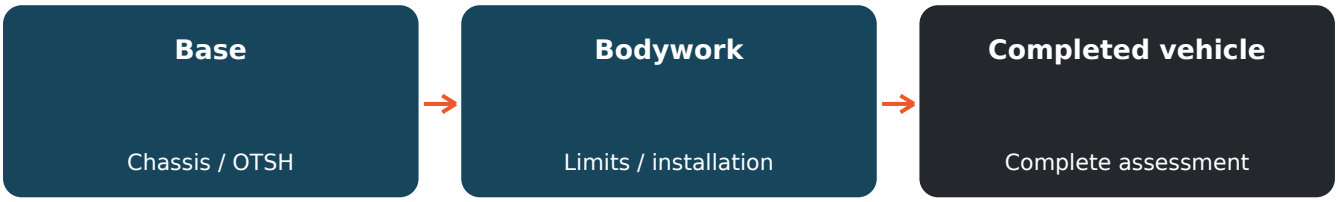
SBKTS confirms construction safety. It does not replace the vehicle passport, customs clearance, charges or national road registration.

Sources: [3], [4]

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Multi-stage manufacture and modifications

Base vehicle, body and completed condition must be technically compatible.



Connect identity and evidence across every stage

Situation	Project task
New chassis + new body	Use existing OTSH; assess affected and missing requirements for the completed vehicle.
Several body variants	Document variants, masses, dimensions, installation and technical differences.
Modification of vehicle in use	Assess the construction-modification procedure and national administrative implementation.
Retrofit / accessories	Assess component approval and permissibility of installation separately.
Special application	For example dangerous goods, child transport or special vehicle: determine additional category requirements.

For a vehicle in use, 018 provides for preliminary assessment of the modification and subsequent assessment of the modified condition; implementation and registration follow national procedures. Annex 9 addresses certain modifications and Annex 18 the certificate format. Plan the necessary coordination before making changes.

An approved part does not approve a modification

A new seat, gas retrofit or steering part may have valid component evidence yet still require additional assessment of its installation. Assess its effects on the complete vehicle.

Sources: [3], [4]

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Which components are covered?

Annex 1 identifies products; Annex 10 specifies requirements and permitted schemes.

Separate conformity confirmation under Section V particularly concerns components supplied as replacement parts for vehicles in use. The regulation lists many safety-related products: tyres, braking and steering parts, lamps, glazing, restraint systems, exhaust equipment, electrical equipment and other components. Not every accessory requires the same document.

Classification	Consequence
Component appears in Annex 10	Assess the precise entry, requirements, permitted schemes and footnotes.
Original equipment for vehicle assembly	Generally excluded from separate component confirmation; observe UN requirements for separately approved elements.
Used component	Section V does not require conformity confirmation for it; document its condition traceably.
Remanufactured component	Excluded, with an important exception for retreaded tyres.
Unlisted product	No automatic obligation solely because it is automotive-related; assess other applicable regulations.

Use a parts list for assessment

Record each product family with manufacturer, factory, brand, part number, application and condition. Establish the relationship between your description and the regulatory entry. A single HS code can cover different components; identical product names may be subject to different requirements.

Coverage before broad documents

A broad model list is useful only if all products, variants and factories are traceably covered. A document for “automotive parts” without a sound technical scope is insufficient.

Sources: [3], [4]

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Certificate or declaration?

For components, the actual Annex 10 entry determines the options.



Illustrative certificate image; not evidence for a specific automotive part.

Feature	Certificate	Declaration
Responsibility	Certification body decides under the prescribed procedure.	Applicant accepts responsibility for the declaration and supporting evidence.
Evidence basis	Scheme determines laboratory, production and surveillance elements.	Own/third-party evidence and, where required, certified quality management.
Product eligibility	Only forms/schemes permitted by Annex 10.	Only forms/schemes permitted by Annex 10.
Registration	Check document and register status.	Registration is part of an effective conformity document.

Starter batteries and spark/glow plugs illustrate the distinction: Annex 10 lists 6d and 11c for these groups. A declaration is therefore not an arbitrary simplified paperwork route; 6d requires laboratory testing and certified quality management. The permitted certificate is a separate procedure option.

Do not choose solely by price

Assess product group, supply arrangement and existing evidence first. Confirm the permitted scheme and all required work with the competent body before evaluating an offer labelled “certificate” or “declaration”.

Sources: [3], [4]

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Schemes under Annex 19

018/2011 has its own catalogue of component schemes.

Scheme	Main elements
1c / 2c	Series: laboratory tests; 1c uses production analysis, 2c certified quality management; surveillance.
3c	Batch: laboratory type-sample testing and a certificate for the defined batch.
9c	Limited batch: technical-document review and own evidence; only under applicable conditions.
10c	Series: laboratory testing and production analysis.
11c	Series: laboratory testing and surveillance.
1d	Series: applicant’s own evidence and registered declaration.
3d / 4d	3d: series type sample tested by accredited laboratory; 4d: batch sample tests by accredited laboratory.
6d	Series: accredited type tests, certified quality management and QM surveillance.
7d	Series: applicant’s testing, certified quality management and QM surveillance.

This table explains the scheme catalogue; it does not permit free choice. Annex 10 lists schemes allowed for the actual component; Annex 19 describes their elements and selection guidance. Also assess footnotes and special recognition routes. “c” and “d” are the Latin transliterations used here for “c” and “д”.

Do not import schemes from other regulations

A process familiar from 004/2011 or 010/2011 is not automatically a template for vehicle parts. Record “018/2011 · Annex 10 · product entry · scheme” explicitly in the matrix.

Sources: [3], [4]

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Engines, injection and exhaust equipment

Emissions and noise evidence must match the actual technical application.

Product group	Information to record
Engine / engine parts	Engine type, vehicle applications, technical family, power, speed and relevant configuration.
Injection equipment	System, pressure, injection components, associated engine and impact on emissions.
Catalysts / after-treatment	Design, vehicle and engine application, replacement use and existing approvals.
Silencers / exhaust systems	Dimensions, installation, vehicle types, noise evidence and technical variants.
Filters, pumps, turbochargers	Assess actual product entry and material, leakage, function and application requirements.

Evidence at the correct system level

A silencer or catalyst is not automatically covered by an emissions report for an unrelated vehicle. Establish the connection between part number, design, engine/vehicle type and test result. For existing UN approvals, assess regulation number, amendment series, extension and installation conditions.

For complete vehicles, determine applicable emissions and noise requirements within type or individual assessment. For separately marketed new replacement parts, Annex 10 specifies requirements. An engine for stationary equipment or a working machine must be classified by its actual use.

Control changes

Changes to substrate, coating, geometry, calibration or suppliers may affect the evidence basis. Link every released variant to its bill of materials and manufacturing revision.

Sources: [1], [3], [4], [7]

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Tyres, wheels and retreading

Dimensions, load capacity, speed rating and vehicle category are decisive.

Data field	Information required
Tyre type	Passenger car, commercial vehicle, motorcycle or special application; new or retreaded.
Ratings	Size, load index, speed category, construction and any usage marking.
Model family	Brand, tread pattern, type, technical variants and production sites.
Existing approval	Complete approval package, UN Regulation, amendment series and matching marking.
Wheel / rim	Design, material, dimensions, vehicle application, load capacity and attachment.

Application determines the test basis

Depending on the product, UN Regulations for passenger-car tyres, commercial-vehicle tyres, motorcycle tyres, retreading or replacement wheels may be relevant. Approval for one tyre group does not automatically cover all other applications. Assess the regulation referenced by 018 together with its applicable amendment series and transitional provisions.

An important exception to an exclusion

Remanufactured components are generally excluded from separate component confirmation; retreaded tyres are expressly excepted from that exclusion. Retreaded tyres must therefore not be classified automatically as used replacement parts without conformity assessment.

Family and factory coverage

Include size, rating combination, product family and factory in the scope. Agree representative samples; one tested size covers other sizes only with sound technical justification and a permitted procedure.

Sources: [3], [4], [7]

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Brakes, steering and suspension

Assess functional safety and installation application together.

Group	Typical assessment questions
Brake components	Which product entry? Which vehicle category? Which functional, material or performance evidence?
Steering parts	Design, loads, joints, materials and exact vehicle application.
Suspension	Spring, damper, joint, control arm or bearing; classify each set of requirements separately.
Couplings / connections	Geometry, forces, attachment, masses and permitted application.
Safety-related accessories	Assess vehicle effects and actual listing; trade description alone is insufficient.

Material and manufacturing evidence

The technical description should include drawings, key dimensions, materials and critical manufacturing steps. For loaded parts, heat treatment, welding, coating, geometry or supplied-component changes can determine conformity. Link these characteristics to verifiable batch traceability.

Component and vehicle function

A component report is limited to its test conditions. Installation with a different axle load, vehicle mass, attachment or control system can change the assessed function. For complete vehicles, braking and steering requirements are considered at vehicle level; replacement parts require traceable specified vehicle applications.

Report safety-critical changes early

Inform the competent body before modifying the released design. An unchanged part number alone does not prove that a new material or supplier is covered by existing evidence.

Sources: [1], [3], [4]

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Automotive electrics, lighting and batteries

Vehicle-specific electrical equipment has distinct assessment boundaries.

Product	Assessment and classification focus
Starter battery	Annex 10: 6d/11c; leakage resistance, function and rating-related marking.
Spark / glow plug	Annex 10: 6d/11c; electrical, mechanical and thermal properties.
Lamps / light sources	Relevant UN Regulation, function, variants and approved design; assess vehicle installation separately.
Wiring harness / electrical assembly	Actual product entry, loading, vehicle application and, where applicable, EMC.
Traction battery / electric drive	Electric-drive and energy-storage safety in the vehicle context; assess component and system boundaries.
External charger / charging point	Assess the independent electrical product separately under the applicable regulations.

Voltage alone does not turn an automotive part into an ordinary low-voltage product. TR 004 and 037 contain transport-related exclusions; for 020 assess purpose, disturbance characteristics, exclusions and specific requirements. UN Regulation No. 10 may be relevant to vehicle EMC. An external mains charger has a different intended use from an installed vehicle module.

Plan lithium transport separately

For lithium batteries, separately establish dangerous-goods and transport evidence, including the relevant UN 38.3 test basis. A transport report is not vehicle type approval; vehicle evidence does not replace dangerous-goods logistics.

Sources: [3], [4], [7], [10], [11]

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Used and remanufactured parts

Document condition, origin and actual supply arrangement reliably.

Section V, paragraph 81 generally excludes used and remanufactured components from separate conformity confirmation. Retreaded tyres are expressly excepted from that exclusion. This boundary is narrower than a blanket statement that all used automotive products are exempt from every requirement.

Supply case	Documentation / assessment
Used original part	Condition, part number, origin, photos and an accurate invoice description.
Remanufactured part	Nature of remanufacturing, identity and incorporated parts; establish the applicable exclusion.
Retreaded tyre	Do not rely on the general remanufacturing exclusion; assess the specific conformity route.
Mixed shipment	Identify new and used products separately and assess each line.
Used complete vehicle	Assess type/individual route, historic-vehicle exclusion and national import separately.

Understand non-applicability statements

A non-applicability statement may help explain why mandatory confirmation does not apply in a specific trade or customs transaction. It is not a universally mandatory EAEU document for every used part and does not replace the technical reasoning or other import duties. Agree its form and purpose with the relevant customs or commercial party.

Manufacturing new vehicles from used parts

The regulation generally prohibits manufacture of vehicles from used components, subject to its stated exception for personal-use vehicles. The used-parts trading exclusion therefore does not automatically permit a new commercial vehicle series assembled from old parts.

Sources: [1], [3], [4]

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Using UN and EU approvals

Existing homologation documents are valuable when they match the product and regulatory version.

TR 018 is harmonised with UN Regulations and provides for consideration of existing approvals and other evidence. The 1958 Agreement supplies the framework for reciprocal recognition under UN Regulations. Recognition depends, among other factors, on the regulation, amendment series, country and actual approved configuration.

Check	What to compare
Identity	Manufacturer, type, part numbers and technical description against the proposed product.
Approval	Complete communication, annexes and extensions; traceable status.
Regulation / series	Regulation number and amendment series against the version applicable under 018.
Test report	Test object, methods, conditions and covered functions.
Production	Applicable production conditions and covered factories.
Marking	Affixed mark and approval number against the documented approval.

Different approval-mark systems

A capital E in a circle denotes UN approval under the relevant regulatory framework; a lower-case e belongs to the European approval system. The country number identifies the approval-granting country, not the manufacture country. Assess the actual recognition and marking rules in 018 separately from any general assumption that all EU documents are equivalent.

CE is not vehicle type approval

A CE declaration or ISO certificate does not replace an applicable UN/EU vehicle approval or required 018 document. Use such documents as supporting technical or organisational evidence where relevant.

Sources: [3], [4], [7], [8]

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Test planning and representative samples

Each test needs an identifiable sample and a traceable method.

Planning item	Define clearly
Requirements	Which product entry, UN Regulation, standard and amendment series?
Sample scope	Types, variants, quantity, destructive tests and reserve samples.
Representativeness	Why the selection covers other variants; document technical differences.
Identification	Photos, nameplate, part number, batch, VIN and sample-selection record.
Laboratory competence	Accreditation and scope for the actual methods.
Test setup	Installation, loads, supply, environment and any vehicle configuration.
Outcome	Report, deviations, corrective actions and any repeat tests.

Assess existing reports first

An existing report is usable only if product reference, method, configuration and legal acceptance align. The competent body determines the missing tests. Blanket statements that every vehicle part always requires complete retesting in an EAEU laboratory do not accurately reflect the different schemes and permitted recognition routes.

Plan logistics before sending samples

Clarify sample import, transport documents, dangerous goods, return shipment and destroyed samples. For large vehicle projects, test rigs, proving grounds and local appointments may determine the critical path. Record selection and condition; a handmade prototype must not silently replace the production configuration.

Connect test results to production

Link released test samples to drawings, bills of materials and production revisions. This enables subsequent production to reproduce the properties actually assessed.

Sources: [3], [4]

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Production, audit and surveillance

Evidence must support the relevant production scope as well as the sample.

Audit area	Practical preparation
Incoming goods	Specifications, supplier approval and control of critical components.
Manufacturing	Work instructions, special processes, inspections and competent personnel.
Measurement equipment	Calibration/verification, suitability and traceable results.
Traceability	Batch, part number, revision, factory and released configuration.
Nonconformities	Containment, root cause, correction and effectiveness review.
Change management	Assessment of drawing, material, software and supplier changes.
Production conformity	Evidence that production matches the tested or approved type.

Annex 13 sets out key questions and rules for production analysis. Whether and how production or quality management must be assessed and monitored follows the applicable vehicle procedure or component scheme. The elements differ for 10c and 11c; a universal claim of “annual audit for every automotive part” would be too broad.

Use ISO and IATF evidence appropriately

An existing ISO 9001 or IATF 16949 certificate can support assessment. Check scope, factory, product and validity. It does not automatically replace quality-management certification prescribed by the chosen scheme, production analysis or product testing. Agree its usability with the responsible body.

Plan maintenance after issue

Assign owners, surveillance dates, document retention and change notifications. An unresolved deviation or missed required inspection can affect the document’s status.

Sources: [3], [4]

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The technical documentation package

Annex 12 and the actual conformity route determine the final list.

Document group	Typical contents
Product identity	Manufacturer, representative, brand, types, part numbers, factories and model list.
Technical description	Function, construction, drawings, materials, ratings and variants.
Application	Vehicle categories, installation, compatible types and intended use.
Safety evidence	UN/EU approvals, test reports, calculations and requirements matrix.
Production documents	Quality management, process controls, production tests and traceability.
Operating documents	Instructions, installation, maintenance, warnings and required technical particulars.
Formal documents	Application, representation agreement, registration data, batch/contract and origin.
Marking	Drafts, photographs, VIN/plate, marking and packaging.

The AC Inorms page identifies product descriptions, HS codes, test evidence, technical passports, instructions, drawings, datasheets and existing CE, ISO, EAC and GOST documents. Treat these as potential project inputs. Not every component needs the same technical passport; mandatory scope depends on the product, Annex 12 and the chosen procedure.

Translation and consistency

Plan Russian and any other required language versions. Model names, company names, units and document revisions must be consistent. Translation does not replace missing technical information.

Sources: [1], [3], [4]

PRACTICAL GUIDE

Identity: VIN, type and part family

All evidence must identify the same released configuration.

Object	Identification key
Complete vehicle	VIN, category, manufacturer, type, variant, manufacture year and propulsion description.
Chassis	VIN/identification, type, base data and documented completion state.
Component	Manufacturer, factory, brand, type/part number and technical revision.
Batch	Quantity, contract, shipment lines, batches or other unambiguous identifiers.
Test sample	Connection to the released technical description and production configuration.
Document package	Links between drawings, bill of materials, report, approval and marking.

Justify type families technically

For vehicles, Annex 11 contains type and modification criteria. For components, the applicable technical requirements, approval definitions and test methods are decisive. An arbitrary shared catalogue description is insufficient to justify a family. Record differences and the decision on representative variants.

Hybrid vehicles from October 2026

The amended vehicle forms require additional information identifying the serial or parallel type of combined power installation. Also clearly record external charging capability and intended operating modes. A shortened catalogue description such as “hybrid” is insufficient for the complete technical description.

No silent variant changes

A new hardware or software revision with altered safety behaviour must not continue under an old variant description without assessment. Maintain a change record and inform the competent body.

Sources: [3]-[5]

PRACTICAL GUIDE

Marking: EAC, E/e and VIN

Check marking rights and approval scope before printing.

EAC	E / e	VIN
Market-circulation mark	Approval marks	Vehicle identity

Document · technical identity · permitted marking

Marking	Applicable rule / task
Vehicle / chassis	EAC on the manufacturer plate or a separate plate/sticker; document location in the approval scope.
Component	Under paragraph 102, on the product where technically possible and/or label, and on packaging and accompanying technical documents.
Component with E/e mark	Paragraph 102 equates approval marks with EAC marking; an additional EAC mark is then not required.
VIN and manufacturer plate	Separately meet identification and plate requirements under Annex 7.
Other particulars	Add product-specific ratings, warnings, application and approval particulars.

The exception concerns marking; it does not permit an unapproved part to be legitimised by printing an E/e mark. The actual approval must belong to the component. Also assess any other applicable regulations separately. For vehicles, the component rule is not a blanket exemption from their own marking.

Record print release

Retain the approved marking drawing, dimensions, location and photographs of production marking. Align packaging and technical documents. Marking follows the permitted evidence route, not a marketing decision.

Sources: [3], [4]

PRACTICAL GUIDE

Registers and authenticity checks

Document number, technical scope and current status must align.

Check	Control question
Register type	Component certificate/declaration or vehicle/chassis document?
Number / status	Can the record be found, and is it valid, not suspended or terminated?
Manufacturer / factory	Do company and sites match the supplied configuration?
Applicant	Do legal identity and procedure role match?
Models / types	Are part numbers, vehicle variants or VIN actually covered?
Regulation / scheme	Do 018, product group and applied scheme match?
Batch / validity	Does the document fit the actual shipment and relevant date?

Check official records rather than appearance

An attractive document or QR code alone does not establish authenticity. Check the appropriate official register and complete scope, including annexes. The EAEU information portal provides access to common and national resources; actual search routes differ by document and member state.

At release, retain the date, search route and register evidence. For discrepancies, contact the issuing or registering body. A document may be formally valid yet concern different models or another factory.

Agree document use

Authenticity and the right to use a document in a trade transaction are different matters. Ensure the importer and customs agent receive suitable documents and any required authorisation.

Sources: [3], [4], [9]

PRACTICAL GUIDE

Vehicle passport, customs and registration

Conformity evidence, identity documents and road registration serve different purposes.

Safety

018 conformity document

Identity

Vehicle passport / EPTS

Import

Customs / charges

Road use

National registration

Layer	Purpose
018 evidence	OTTS/OTSH/SBKTS or component document confirms the relevant safety scope.
Vehicle passport / EPTS	Vehicle/chassis identification and administrative data under the applicable system.
Customs clearance	Tariff, value, origin, procedure and documents required for import.
National registration	Destination-country conditions for road use and administrative registration.
Other import duties	Assess taxes, charges and product/country-specific requirements separately.

An EPTS is not an EAC certificate. Conversely, an 018 document does not replace an electronic vehicle passport where required. Clarify responsibilities and data entry before arrival; VIN, manufacturer, manufacture year and technical information must be consistent across all documents.

Release across all layers

Technical approval must not be presented as a standalone import or registration guarantee. Have the importer and relevant national parties confirm the actual procedure, fees and required documents.

Sources: [3], [4], [6]

PRACTICAL GUIDE

TR CU 014/2011: roads

Road safety is an interface, not a second vehicle regulation.

The AC Inorms automotive page also refers to TR CU 014/2011. This regulation concerns road safety and associated products or processes defined by its scope. It is not the general technical certification basis for a passenger car, truck, tyre or vehicle engine. Those require assessment primarily against their actual vehicle or component scope.

Project item	Classification
Road construction / reconstruction	Assess scope and requirements for roads and relevant design/construction processes.
Road material / product	Check actual product listing, requirements and permitted conformity form under 014.
Vehicle / replacement part	Do not classify automatically under 014 solely because it is used on a road.
Road-building machine	Independent machine or vehicle; distinguish 010/018 and other applicable regulations.
Mixed supply	Assess vehicle, material and equipment separately against their own requirements.

Specify the correct interface in quotations

If a project includes vehicles and road-construction products, prepare a line-by-line matrix. The sector labels “automotive” or “road construction” do not replace product classification. Under 014, road category, product type and actual intended use determine the assessment.

Use the archive selectively

The official EEC directory provides the original text, amendments and standards for 014. The AC Inorms archive offers a complementary German-language entry point. Check the applicable current version before a binding assessment.

Sources: [1], [2], [12]

PRACTICAL GUIDE

Other regulations and interfaces

Each additional supply item is assessed by its own intended use.

Regulation / area	Boundary in an automotive project
TR CU 031/2012	Agricultural and forestry tractors and trailers; do not treat automatically as road vehicles.
TR CU 010/2011	Independent working machines/machinery equipment; distinguish vehicle and machinery functions.
TR CU 004 / 020	Separate electrical products such as external chargers or workshop equipment; assess exclusions and EMC.
TR EAEU 037/2016	Substance restrictions for covered electrical products; assess the transport-specific exclusion.
TR CU 013/2011	Covered fuels; a separate conformity object from the vehicle.
TR CU 030/2012	Covered lubricants, oils and special fluids.
TR EAEU 036/2016	Covered liquefied petroleum gases as fuel; assess vehicle equipment separately.
TR CU 005/2011	Packaging according to its own product and material classification.

Radio, navigation, emergency calls, encryption or measurement functions may trigger additional technical or national obligations. Assess the actual functions and destination country. A navigation module, tachograph or emergency-call system is not fully approved merely by a general automotive-parts declaration.

Understand voluntary GOST certification

A voluntary GOST certificate can document contractually requested properties where its content and basis fit. It does not replace mandatory 018 conformity confirmation or guarantee all export and installation arrangements.

Sources: [1], [2], [10]

PRACTICAL GUIDE

Planning costs and lead times realistically

Information completeness and testing needs determine the workload.

Cost block	Typical influences
Classification / documents	Product count, variants, factories, route and translations.
Testing	Requirements, existing approvals, sample quantity and destructive tests.
Production / QM	Required analysis, audit, QM procedure and travel/site costs.
Logistics	Sample import, vehicle transport, dangerous goods and return shipment.
Formal procedure	Certification, declaration registration or type/individual approval through competent bodies.
Maintenance	Surveillance, amendments, replacement evidence and document management.

Use the webpage estimate appropriately

The AC Inorms page gives approximately 10-15 working days for EAC certification. This is an estimate for suitable, prepared cases, not a reliable total duration for every vehicle type approval. New test programmes, additional variants, approval authorities, audits or sample transport may require substantially longer. Request a project-specific schedule with prerequisites.

Use milestones rather than a blanket promise

Plan data release, application, evidence decision, sample availability, test completion, production assessment, document decision and import release. Define what starts the quoted lead time: complete data, available samples or completed tests. Include time for queries and corrections in the export plan.

Make quotations comparable

Compare more than the document fee. Ask which models, factories, tests, validity, maintenance and additional charges are included. Price comparison is meaningful only for equivalent technical scopes.

Sources: [1], [3], [4]

PRACTICAL GUIDE

Validity, changes and lifecycle

Different documents have different validity and maintenance conditions.

Document / situation	Basic planning rule
OTTS / OTSH	Regular maximum generally three years; assess exceptions and environmental limits.
Series component certificate	Under 018 generally no more than four years; observe scheme, actual validity and controls.
Batch component certificate	Limited to the clearly defined batch; do not use as an unrestricted series approval.
Declaration	Check product scheme, documented validity, registration and evidence basis.
SBKTS	Relates to the identified vehicle; not reusable approval of a new series.
Change / new factory	Assess effects on evidence; agree amendment, extension or a new procedure.

The webpage’s one-to-four-year range describes general component planning, not automatically every vehicle document. The actual document, procedure and current provisions govern. Track surveillance and renewal dates with sufficient advance time.

Safety throughout the lifecycle

Connect design, manufacture, transport, storage, installation, operation, maintenance and disposal to appropriate controls. For deviations, plan assessment, correction and any necessary authority or customer actions. Traceability enables affected products to be identified.

The file does not automatically remain valid

A previously issued PDF does not prove current register status. Before a new shipment, check both validity and consistency with the configuration currently supplied.

Sources: [1], [3], [4]

PRACTICAL GUIDE

Practical example: replacement-parts portfolio

Three product groups require three traceable classifications.

A European manufacturer plans series supply of new starter batteries, spark plugs and silencers to the replacement-parts market. The portfolio includes two factories and several brands. Technical data and some approvals exist, but an agreed EAEU evidence strategy is missing.

Work step	Decision / outcome
Product list	Record models, part numbers, factories, vehicle applications and condition separately.
Annex 10	Batteries and plugs: 6d/11c; silencers: assess actual entry and conditions.
Evidence	Match UN silencer documents to type, amendment series and variants; identify gaps.
Scheme	Choose declaration or permitted certificate by evidence/QM conditions, rather than price alone.
Tests / production	Plan samples, laboratory and any QM/production/surveillance for each chosen scheme.
Release	Check register, scope, applicant, use authorisation and marking for each family.

Result of the portfolio assessment

A product matrix shows which document and factory cover each family. The declaration option for batteries and plugs does not mean that a signature alone is sufficient. Existing silencer approvals can support the evidence strategy if their technical and legal conditions fit.

Example, not binding approval

The chosen form and final tests are confirmed only after reviewing complete information. Other approvals or a different supply purpose may change the route.

Sources: [3], [4]

PRACTICAL GUIDE

Practical example: chassis and individual import

Two vehicle projects should not be forced into one procedure.

Case A · new body on chassis	Case B · imported used vehicle
A body builder manufactures a commercial-vehicle series on an approved N2 chassis.	An importer plans to bring in a vehicle already operated outside the EAEU.
Check OTSH, base information, body-building limits and access to approval documents.	Check identity, history, manufacture year, condition and individual-vehicle definition.
Assess completed mass, axle loads, lighting, dimensions and special purpose.	Identify actual modifications, propulsion and applicable individual requirements.
Agree the evidence strategy for the completed vehicle type with the competent body.	Confirm SBKTS eligibility or applicable national routes.
Secure type documents and production conformity before market release.	Coordinate vehicle-specific assessment, passport, customs and registration.

What the examples show

An approved chassis does not fully cover subsequent bodywork. A used vehicle is not automatically exempt from all requirements. Technical description and the actual way the vehicle enters the market determine the route. Costs and schedules can differ substantially between these projects.

Additional hybrid case

For a hybrid vehicle, describe external charging capability, operating modes and, in affected forms from 8 October 2026, the serial or parallel configuration of the combined power installation in full.

Sources: [3]-[5]

PRACTICAL GUIDE

Avoiding common mistakes

Many delays originate in unclear classification and missing identity.

Mistake	Better practice
Call everything an “EAC certificate”	Explicitly distinguish OTTS, OTSH, SBKTS and component documents.
Treat all automotive parts alike	Assess actual Annex 10 entry, condition and supply purpose.
Apply used-part exclusion to a vehicle	Assess used-part exclusion and complete-vehicle procedures separately.
Use CE / ISO as replacements	Check technical relevance; separately secure the required approval.
Only photograph an E mark	Also verify approval, number, technical identity and status.
Add a factory or variant afterwards	Agree effects with the body before production/shipment.
Confuse passport with safety approval	Manage conformity, passport, customs and registration separately.
Promise 10-15 days universally	Prepare schedule based on actual tests and authority steps.
Mark without checking scope	Release only with matching evidence and consistent product scope.

A simple control point

Before commissioning, hold a joint review with engineering, quality and export. Obtain written confirmation of product scope, conformity route and missing evidence. Use the same product list later for quotations, applications, testing, register checks and shipment release.

Resolve inconsistencies promptly

A different company address, inconsistent model names or an incomplete annex are not merely cosmetic defects. They may undermine the connection between evidence and supplied goods.

Sources: [1], [3], [4]

PRACTICAL GUIDE

Frequently asked questions

Concise answers to common export and homologation questions.

Does every automotive part need an EAC certificate?

No. Listing, application, condition and supply arrangement govern. Covered new replacement parts may require certification or declaration under Annex 10; observe exclusions and UN-approval routes.

Does an E mark automatically provide complete import release?

No. It must be based on a suitable actual approval. Paragraph 102 addresses equivalence for component marking; product scope, recognition and other import obligations still need assessment.

Can I always import one new vehicle using SBKTS?

No. The vehicle must meet the legal individual definition or an eligible special-procedure case. Importer, own use, history and national rules also matter.

Is a vehicle with OTSH already fully approved?

No. Chassis approval covers its defined scope. Bodywork and the completed vehicle need the applicable assessment; national road registration is separate.

Does every used part require a non-applicability statement?

There is no blanket obligation under 018. Such a statement can help in a specific trade or customs transaction. Condition and non-applicability still require traceable justification.

Can the same document be used in every EAEU country?

Proper 018 documents generally have union-wide effect within their regulated scope. Temporary national special procedures may have territorial restrictions and are not automatically equivalent.

Sources: [3]-[5]

PRACTICAL GUIDE

Checklist before shipment and market release

Every open requirement needs a deliberate decision.

Check	Release criterion	Status
Object	Vehicle, chassis, part or modification clearly defined.	☐
Legal scope	Category, requirements, exclusions and destination recorded.	☐
Identity	VIN/model/part numbers, factories and variants match.	☐
Evidence document	OTTS/OTSH/SBKTS or component document covers supply scope.	☐
Supporting evidence	Tests, approvals and production documents complete.	☐
Register	Authenticity, validity and current status checked.	☐
Marking	EAC or valid E/e mark appropriate; VIN/plate consistent.	☐
Documents	Annexes, language versions, installation and operating information available.	☐
Use	Importer/representative has required documents and rights.	☐
Import	Customs procedure, sample/series status, passport and charges resolved.	☐
Registration	National follow-up obligations planned with relevant parties.	☐
Maintenance	Change process, controls and renewal dates assigned.	☐

Project / shipment: _____ Responsible person: _____
Review date: _____ Decision / open items: _____

Release on a traceable basis

Retain the completed shipment check with register evidence, documents and the released product list. Resolve any open safety or approval question with the competent body before shipment.

Sources: [3], [4]

PRACTICAL GUIDE

Project enquiry form

This information helps AC Inorms prepare the appropriate conformity route.

Field	Your information
Company / contact	
Manufacturer / factories	
Destination / importer	
Product / supply item	
Category / vehicle application	
Models / VIN / part numbers	
New / used / remanufactured	
Series / batch / single unit / modification	
Original equipment / replacement market	
Mass / axles / propulsion / year	
Hybrid: charging / modes / configuration	
Existing UN/EU approvals	
Test reports / QM / technical data	
Planned shipment / quantity	
Requested services	

Attach: datasheets, photographs, nameplate/marking, product list, existing approvals with annexes, test reports and, for vehicles, the technical type description. Identify open questions and changes from previously assessed configurations.

Send your enquiry

Email: inbox@ac-inorms.com · Telephone: +49 2161 990 497 0
Subject: vehicle/component project · destination · planned delivery date

Sources: [1]

PRACTICAL GUIDE

Project matrix: scope and actions

One row per assessment object makes the scope transparent.

Object	Route to assess	Evidence / open task	Status
V-01 · Vehicle series	OTTS	Category, type, variants, systems, factory	Open
CH-01 · Chassis	OTSH	Base scope, limits, body-building plan	Open
S-01 · Individual import	SBKTS / eligible special route	VIN, history, condition, individual definition	Open
B-01 · Starter battery	018 · Annex 10 · 6d/11c	Models, laboratory, QM/surveillance	Open
T-01 · Tyre	018 · relevant Annex 10 entry	Sizes, ratings, UN documents	Open
U-01 · Used part	Assess paragraph 81 exclusion	Condition, origin, description	Open

Additional columns for the actual matrix

Include manufacturer, factory, HS/TN VED, category, part number/VIN, scheme, applicant, approval/report number, register status, validity, marking type, owner and deadline. Record the actual legal version and reason for each exclusion. For changes, add revision and a decision record.

Status	Meaning
Open	Technical information or procedure decision missing.
In progress	Testing, documentation or decision underway.
Covered	Suitable valid document covers the actual supply scope.
Not applicable	Exclusion or non-applicability documented traceably.

Illustrative entries

This matrix is a working example. Final classification depends on complete information and applicable provisions; label national special procedures separately.

Sources: [3], [4]

PRACTICAL GUIDE

Directory of the regulations archive

Targeted selection for vehicles, parts and related supply items.

Regulation	Subject / linked AC Inorms document page
004/2011	Low-voltage equipment
005/2011	Packaging
010/2011	Machinery and equipment
012/2011	Equipment for potentially explosive atmospheres
013/2011	Fuels: petrol, diesel, aviation and heating oils
014/2011	Road safety
018/2011	Wheeled vehicles
020/2011	Electromagnetic compatibility
026/2012	Small craft
030/2012	Lubricants, oils and special fluids
031/2012	Agricultural and forestry tractors and trailers
032/2013	Pressure equipment
037/2016	Hazardous substances in electrical and radio-electronic products

Useful annexes of 018

Annex 1: categories and products. Annexes 2-4: technical vehicle requirements by assessment object. Annex 7: identification/marking. Annexes 8-9: operation and certain modifications. Annex 10: components, requirements and permitted schemes. Annex 11: type grouping. Annex 12: application documents. Annex 13: production. Annexes 14-18: vehicle documents. Annex 19: component schemes.

Archived text and current law

An archived document may show an earlier version. Always assess amendments and transitions using official sources. This selection does not mean that every automotive project requires all listed regulations.

Open the complete AC Inorms regulations archive

Sources: [2]-[5], [10]

PRACTICAL GUIDE

Glossary: key terms

Abbreviations and working terms for your project.

Term	Meaning
EAC	Eurasian Conformity; common market-circulation mark within the applicable regulatory scope.
EAEU	Eurasian Economic Union with five member states.
TR CU / TR TS	Names for Customs Union technical regulations; TS transliterates TC.
OTTS	Vehicle type approval; relates to a defined type and its variants.
OTSH	Chassis type approval; limited to the assessed chassis scope.
SBKTS	Vehicle construction safety certificate under individual assessment.
EPTS	Electronic vehicle passport; separate identity/administrative document.
VIN	Vehicle identification number.
UN Regulation	Technical regulation in the UN vehicle framework; distinct from a GTR.
E/e mark	Approval mark under the UN or EU system respectively.
CoP	Conformity of Production: production matches the approved type.
1c / 6d etc.	Latin transliterations of certification/declaration schemes с/д.
HS / TN VED	International/EAEU tariff classifications.
Non-applicability statement	Statement explaining absence of an obligation for the actual documented scope.

TR ZU 018/2011, TR CU 018/2011 and TR TS 018/2011 designate the same regulation. Technical requirements, document types and justified exclusions govern; translating the abbreviation differently does not create a new procedure.

Sources: [3], [4], [6]-[8]

PRACTICAL GUIDE

Sources and further reading

Source numbers in page footnotes refer to this linked directory.

[1] AC Inorms · EAC for vehicles and automotive parts

[2] AC Inorms · Regulations archive

[3] EEC · TR TS 018/2011: text, amendments and standards

[4] Adilet · Decision No. 877 and TR TS 018/2011

[5] EAEU legal portal · Decision No. 37 of 13 March 2026

[6] EEC · Legal framework for vehicle passports

[7] UNECE · Vehicle regulations and Agreement status

[8] UNECE · Text of the 1958 Agreement

[9] EAEU · Information portal and conformity registers

[10] EEC · Adopted technical regulations

[11] UNECE · UN Manual of Tests and Criteria

[12] EEC · TR TS 014/2011, road safety

[13] AC Inorms · TR CU 018/2011, German archived text

[14] AC Inorms · General EAC page and image references

Source use

The AC Inorms page supplies sector context, product examples, services and estimates. Procedures, exclusions, schemes and marking boundaries follow the original rules, particularly paragraphs 81-102 and Annexes 10-19 of 018. The official Adilet text was assessed together with Decision No. 37/2026. Translated archived texts aid orientation; current original law takes precedence.

Image credits: automotive cover image from [1]; certificate illustration and document photograph from [14]; logos from AC Inorms. Market, workflow, approval-route, manufacturing and document graphics were created for this guide or adapted from the guide series. Illustrations are not specific approval evidence. Sources checked: 10 October 2026. Linked originals may be in German or Russian.

PRACTICAL GUIDE

Regulatory position in 2026 and project boundaries

New amendments and national special routes belong in every binding project assessment.

Decision No. 37/2026

The EEC Council decision of 13 March 2026 was published on 8 April. General effect began on 8 May 2026; subparagraphs “б”–“д” of amendment point 1 apply from 8 October 2026. They add particulars identifying the serial or parallel type of combined power installation for hybrid vehicles in OTTS, OTSH, SBKTS and modification forms.

The national special case in paragraph 16

Decision No. 37 also amends the special national regulatory case in the eighth paragraph of paragraph 16. Ordinary conformity documents under 018 are not permitted for vehicles within that case. Possession, use or disposal in other member states is excluded unless their law provides otherwise. This applies to the specified special case, not to all imported vehicles.

Other temporary national procedures

The updated adoption Decision No. 877 contains other temporary national options, including deadlines extending into 2027 or 2028 and territorial conditions. Emergency-call equipment and certain import arrangements must therefore not be assessed universally from older webpage text. Check eligibility, actual destination and the document type issued there.

Recheck before each application

This guide reflects the reviewed position as of 10 October 2026. Before a binding classification, reassess amendments, standards, transitions, national procedures and the actual product information. The guide does not replace an individual technical and legal project decision.

Sources: [3]-[5]

PRACTICAL GUIDE

Your conformity project with AC Inorms

A clear product scope provides the basis for a reliable evidence strategy.

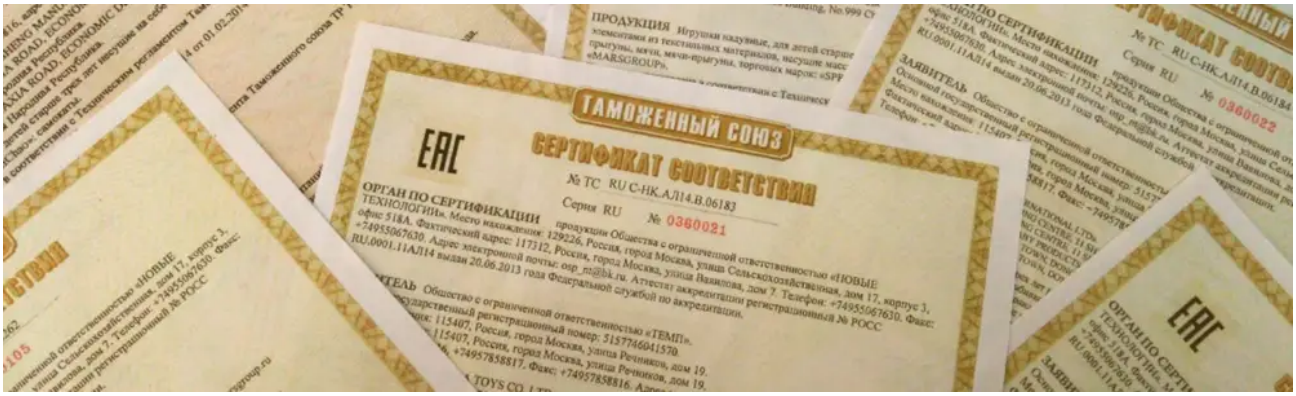


Image: technical records and EAC documentation.

Our support for vehicle and parts suppliers

AC Inorms supports technical classification of vehicles, chassis and components, preparation of project matrices and coordination of the appropriate conformity procedures. Existing approvals and reports are assessed for usability; missing documents and required work are planned for the actual project.

Service	Project contribution
Assessment and matrix	Structure products, routes, regulations and open requirements.
Documentation	Support technical descriptions, operating documents and translations.
Testing and logistics	Coordinate samples, laboratory appointments, audits and suitable parties.
Documents and maintenance	Plan applicant/representation, certification/declaration, changes and controls.

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For an initial assessment, provide the completed enquiry form, product list and existing technical documents. State the destination market and requested delivery date.

Sources: [1], [2], [14]