

Important updates to National Small Series Type-Approval (NSSTA) and Individual Vehicle Approval (IVA) to bring them in line with the Second General Safety Regulation (GSR2)

Introduction

The second General Safety Regulation (EU) 2019/2144 came into effect for all new vehicles being registered from 7 July 2024 onwards. This means that all trucks, buses and coaches with EU type-approval must now come fitted with a range of new advanced vehicle systems.

Apart from EU type-approval, vehicles may also be type-approved to the National Small Series Type-Approval (NSSTA) and Individual Vehicle Approval (IVA) procedures operated by the NSAI. These NSSTA and IVA procedures have now been updated to ensure consistency and agreement with the requirements of the new EU regulations.

This information note is intended to inform all vehicle builders and relevant stakeholders of these important changes. This information is relevant to all stakeholders who may need to obtain or use an NSSTA or IVA in order to sell or register a vehicle.

Background

Over the past few decades, developments in vehicle safety have greatly helped to reduce road fatalities and serious injuries.

The first General Safety Regulation (EC) No. [661/2009](#)¹ introduced the mandatory requirement for advanced vehicle systems, such as Electronic Stability Control (ESC) for cars and Advanced Emergency Braking Systems (AEBS) for trucks, buses, and coaches. Both these systems have helped to reduce the number of road fatalities and serious injuries.

The second General Safety Regulation (EU) [2019/2144](#) (**GSR2**), which applies to all new vehicles registered from **7 July 2024**, aims to significantly reduce deaths and serious injuries on EU roads by introducing state-of-the-art safety technologies as standard vehicle equipment. These new technologies must now be declared on the Certificate of Conformity (CoC).

These GSR2 requirements are now part of the type-approval Framework Regulation (EU) 2018/858 which sets out the requirements for all new vehicles being placed in any EU country. If you wish to sell a vehicle in Ireland only, then you may issue a CoC according to the NSSTA procedure or be granted an IVA certificate per the IVA procedure. In this case Statutory Instrument (S.I.) No. 556/2020 provides the alternative technical and administrative requirements for NSSTA and IVA.

¹ Please note the EU Regulations are updated from time to time. The links provided are the latest consolidated version as of the issue date of this note

When updating S.I. No. 556/2020 to incorporate the requirements of the new Framework Regulation (and hence GSR2), Member States may decide to exempt any type, or a particular vehicle in the case of an IVA, from complying with one or more of the requirements of the Framework Regulation, provided that alternative requirements are laid down.

That process is now completed and in May 2024, S.I. No. 556/2020 was amended accordingly by **S.I. No. 201/2024 - European Union (Road Vehicles: Type - Approval and Market Surveillance) (Amendment) Regulations 2024**.

This document will outline those key changes.

The Second General Safety Regulation (GSR2) and National Type-Approval

The GSR2 has mandated the inclusion of new technologies since 7th July 2024. Some of the technologies include:

- Intelligent Speed Assistance (ISA) are systems that help the driver to keep within the speed limit by providing dedicated and appropriate feedback, such as a visual warning.
- Alcohol Interlock Installation Facilitation (AIIF) is a standardised interface that allows alcohol interlock devices to be fitted to vehicles.
- Driver Drowsiness and Attention Warning (DDAW) systems are systems that detect how tired the driver is and advises the driver to take a break when required.
- Emergency Stop Signal (ESS) is a flashing of the vehicle's rear lighting to warn other road users behind them that the vehicle is braking suddenly.
- Reversing Detection (RD) systems are systems comprising of a camera or sensor that alerts the driver if there are objects or people behind the vehicle as it reverses.
- Event Data Recorders (EDR) are systems with that record and storing critical crash-related data shortly before, during and immediately after a collision. The GSR2 mandates EDRs on cars (M1) and vans (N1)
- Tyre Pressure Monitoring Systems (TPMS) are systems that monitor the air pressure of the vehicle's tyres and provides feedback in real time to the driver. This technology can prevent incidents caused by under-inflated tyres.
- Blind Spot Information Systems (BSIS) are systems that inform the driver of a possible collision with a bicycle near side.
- Moving Off Information Systems (MOIS) are systems that detect and inform the driver of the presence of pedestrians and cyclists in the close-proximity forward blind-spot of the vehicle and may warn the driver of a potential collision.

Some new GSR items have been added to the NSSTA and IVA procedures. These are outlined below in Appendix 1. In addition, the RSA sought to align the national requirements more closely with the European requirements.

Except for end-of-series vehicles, CoCs for new vehicles not meeting the GSR2 requirements since this date are deemed no longer valid.

Industry Consultation

In December 2022, the RSA launched an industry specific consultation to better understand the needs of industry and to establish if alternative technical requirements were needed.

One key stakeholder request from the consultation was to include provisions which allowed the entry into service of vehicles whose type-approval would no longer be valid from July 2024. This request was catered for under Article 49 (end-of-series derogation) of Regulation (EU) 2018/858.

What are the Changes?

S.I. No. 556/2020 is now amended by **S.I. No. 201/2024 - European Union (Road Vehicles: Type - Approval and Market Surveillance) (Amendment) Regulations 2024** – which was published in May 2024.

The main changes that affect NSSTA holders and IVA applicants are summarised below.

Changes to the main body of the S.I.

Expanded Powers for Authorised Officers:

- Authorised officers now have expanded powers, including the authority to secure premises and collect samples for testing.

Changes to Schedule 1: Individual Approval: Certain Varieties of Vehicle

The following vehicles are removed from Schedule 1:

- Personally imported vehicle
- A vehicle manufactured using parts from a registered vehicle.
- Rebuilt vehicle
- Armoured vehicle
- Ambulance

The following vehicles are kept in Schedule 1:

- Amateur-built vehicle
- A vehicle manufactured in very low volume
- Motor caravan
- Hearse

Changes to Schedule 2: Technical Requirements for Issue of National Small Series Approval and National Individual Vehicle Approval

The GSR2 changed the layout of Annex II to Regulation (EU) 2018/858, which sets out the European type-approval requirements.

The layout of the technical requirements for the issue of NSSTA and IVA will be updated to reflect those in Annex II to Regulation (EU) 2018/858.

Some new items are added to Schedule 2 and those are listed in Appendix 1. In some cases, the only changes made are to the references, no changes are made to the requirements. Changes to reference numbers are listed in Appendix 2.

Other changes made to the S.I.

- Update to the definition of the Framework Regulation to include later amendments
- Clarifications to revoked Statutory Instruments
- Text revisions

Appendix 1: New items added to Schedule 2

Item	Subject	Regulatory Act	Scope
A21	Frontal full-width impact	UN Regulation No. 137	M1, N1
A26	Pole side impact	UN Regulation No. 135	M1, N1
A27	Rear impact	UN Regulation No. 153	M1, N1
B2	Enlarged head impact zone	UN Regulation No. 127	M1, N1
B4	Advanced emergency braking for pedestrian and cyclist	UN Regulation No. 152	M1, N1
B5	Pedestrian and cyclist collision warning	UN Regulation No. 159	M2, M3, N2, N3
B6	Blind spot information system	UN Regulation No. 151	M2, M3, N2, N3
B7	Reversing detection	UN Regulation No. 158	M, N
B8	Forward vision	UN Regulation No. 125	N1
C3	Emergency lane keeping system	Regulation (EU) 2021/646	M1, N1
C9	Advanced emergency braking on light-duty vehicles	UN Regulation No. 152	M1, N1
C13	Tyre pressure monitoring for light-duty vehicles	UN Regulation No. 141	N1
C14	Tyre pressure monitoring for heavy-duty vehicles	UN Regulation No. 141	M2, M3, N2, N3
D4	Protection of vehicle against cyberattacks	UN Regulation No. 155	M, N
D8	Intelligent speed assistance	Commission Delegated Regulation (EU) 2021/1958	M, N
D16	Emergency Stop Signal	UN Regulation No. 48	M, N
E1	Alcohol interlock installation facilitation	Commission Delegated Regulation (EU) 2021/1243	M, N
E2	Driver drowsiness and attention warning	Commission Delegated Regulation (EU) 2021/1341	M, N
E3	Advanced driver distraction warning	Commission Delegated Regulation (EU) 2023/2590	M, N
E4	4 Driver availability monitoring system	UN Regulation No. 157	M, N
E5	Event data recorder	Commission Delegated Regulation (EU) 2022/545 UN Regulation No. 160	M, N

Appendix 2: Changes to Item References

Subject	Previous Reference	New Reference
Interior fittings	12A	A1
Seats and head restraints	15A 38A	A2
Safety-belts and restraint systems	31A	A5
Front underrun protection	57A	A11
Liquefied petroleum gas safety	67	A15
Compressed and liquefied natural gas safety	70	A16
In-use electric safety	69	A19
Frontal off-set impact	53A	A20
Cab impact	71	A24
112-based eCall in vehicles systems	72	A28
Safety glazing	45A	B10
Defrost/demist	34A	B11
Wash/wipe	35A	B12
Indirect vision devices	8A	B13
Acoustic Vehicle Alerting Systems devices	1A	B14
Lane departure warning system	66	C2
Braking	9A	C4
Advanced emergency braking on heavy-duty vehicles	65	C8
Tyre installation	46A	C15
Audible warning	7A	D1
Radio interference (electromagnetic compatibility)	10A	D2
Protection against unauthorised use, immobiliser and alarm systems	13A 13B 68	D3
Speedometer	17B	D5
Speed limitation devices	47A	D7
Identification of controls, tell-tales and indicators	33A	D9
Heating systems	36A	D10

Subject	Previous Reference	New Reference
Light signalling devices	22A 22B 22C 23A 24A 26A 28A 29A 30A	D11
Road illumination devices	25A 25C 25E 25F	D12
Retro-reflective devices	21A	D13
Light sources	25B 25D	D14
Headlamp cleaners	20A	D17
Gear shift indicator	64	D18
Registration plate space	4A	F1
Reversing motion	17A	F2
Door latches and hinges	6B	F3
Door entry steps, handholds and running boards	6A	F4
External projections	16A	F5
External projections of commercial vehicle cabs	49A	F6
Statutory plate and vehicle identification number	18A	F7
Towing devices	27A	F8
Wheel guards	37A	F9
Spray suppression systems	43A	F10
Masses and dimensions	44A 48A	F11
Mechanical couplings	50A 50B	F12
Vehicles intended for the transportation of dangerous goods	56A	F13
Bus strength of superstructure	52B	F15

Subject	Previous Reference	New Reference
Flammability in buses	51A	F16
Sound level	1A	G1
Tailpipe emissions of vehicle in lab	2A	G2
Tailpipe emissions of engine in lab	41A 41B	G3
Tailpipe emissions on the road	2A 41A 41B	G4
Durability of tailpipe emissions	2A 41A 41B	G5
Crankcase emissions	2A 41A 41B	G6
Evaporative emissions	2A 41A 41B	G7
Low-temperature tailpipe emissions in lab	2A 41A 41B	G8
On-board diagnostics	2A 41A 41B	G9
Absence of defeat device	2A 41A 41B	G10
Auxiliary emissions strategies	2A 41A 41B	G11
Anti-tampering	2A 41A 41B	G12
Recyclability	59	G13
Air-conditioning systems	61	G14