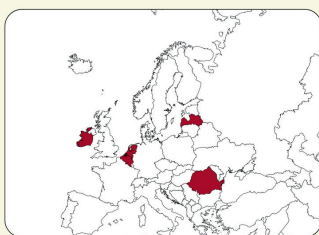


# DETECTING NON-COMPLIANT AND DANGEROUS PRODUCTS IN EUROPE

The JAHARP2022-05 is a 24-month Joint Activity under Article 9 of the Regulation 2019/1020 that reunites market surveillance authorities and type-approval authorities. The selected samples will be subject to physical checks and testing to determine the presence of asbestos in line with the REACH Regulation and the requirements of brake lining assemblies for category L vehicles as defined by UNECE Regulation. The European Union co-funds the activity.

## VERIFYING COMPLIANCE WITH EU REGULATIONS

5 Market  
Surveillance  
Authorities (MSAs)  
from 5 Countries



REACH Regulation (EC) 1907/2006  
UNECE Regulation 90, Annex 7

**Asbestos in  
brakes**



100 products  
documentary  
inspection and  
checks for asbestos  
filaments



30 products  
type-approval testing

The Action aims to:

**Objective 1** - Support and enhance the harmonisation of market surveillance methodologies.

**Objective 2** - Support the application of the Regulation (EU) 2019/1020.

5 Market Surveillance Authorities are participating in the Action under the coordination of **PROSAFE**.

### Disclaimer

Funded by the European Union. Views and opinions expressed are however those of the author(s) only and do not necessarily reflect those of the European Union or the European Innovation Council and SMEs Executive Agency (EISMEA). Neither the European Union nor the granting authority can be held responsible for them.

## Overview of the state of play

### Call for Tenders for test laboratories

The Call for Tenders for accredited laboratories will soon be launched and published on the [PROSAFE website](#).



### Asbestos and Type Approval of brake pads in Category L vehicles

This project focuses on aftermarket replacement brake pads for category L vehicles, in particular on the possible presence of asbestos and the type approval compliance. The category L vehicles in the project will include mopeds.

Asbestos has not been allowed to be used in Europe since 2005, because of the high risks it poses to the environment and the health of consumers and workers in the field. Nonetheless, this material is still often present in brake pads and in their spare parts, especially the ones manufactured in third countries and sold on e-commerce platforms.

In addition, type-approved brake pads are significantly more expensive than non-approved ones, partially because of the elevated costs manufacturers encounter for obtaining the certificate. Even though the two types of products look identical, the compound materials could differ, resulting in some brake pads not being able to endure heat, wearing out faster and being more likely to cause accidents.

Therefore, it is necessary for all MSAs to take action against non-compliant products. Initial market and risk-based analysis performed by the participating Market Surveillance Authorities has identified precautions to be taken when sampling products that might contain asbestos, and the need for product testing under UNECE Regulation No 90, Annex 7.

The MSAs are in the process of selecting 100 models which would undergo checks on product and packaging markings, identification of asbestos filaments, along with verification of type-approval certificate and labels and a pilot innovative round robin exercise on technical documentation. Finally, 30 asbestos-free models of brake pads will be sent to a technical service for type-approval testing.

### Market Surveillance Cycle Where are we now?



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### Communication and Outreach

PROSAFE's web portal [www.prosafe.org](http://www.prosafe.org) and social media ([Twitter](#) and [LinkedIn](#)) keep the target audiences regularly updated with news on the project progress thanks to effective communication complemented by infographics and visuals.