COMMISSION OF THE EUROPEAN COMMUNITIES

COM(91)238 final - SYN 347

Brussels, 8 July 1991

Proposal for a

COUNCIL DIRECTIVE

RELATING TO THE EXTERNAL PROJECTIONS FORWARD OF THE CAB'S REAR PANEL OF MOTOR VEHICLES OF CATEGORY N

(presented by the Commission)

EXPLANATORY MEMORANDUM

I. BACKGROUND

1. The implementation of the EEC type approval procedure for motor vehicles and their trailers covered by Council directive 70/156/EEC of 6 February 1970[1)] comprises especially the adoption of the last separate directives for passenger cars (tyres, masses and dimensions, safety glazing). The Commission has submitted proposals for this reason in January 1990. Furthermore the framework directive assigns the adoption of special provisions for goods vehicles, that is to say trucks with a maximum mass exceeding 3,5 t. To take care of the precise and comprehensive content of these provisions it is deemed opportune to adopt in particular harmonized Community requirements, inter alia, masses and dimensions (items 2.2, 2.4, 2,6 and 2,8 fo Annex II), speed limiters and external projections of cabs (item 12.4 of Annex II) as special safety provisions for goods vehicles.

2. The European Parliament has adopted, on the 13 March 1984, a resolution on the introduction of a programme of Community measures to promote road safety[2)] and on the 18 February 1986 another resolution on common measures to reduce road accidents as part of the Community's programme for Road Safety Year 1986[3)]. The Council and the Commission are asked by these resolutions to take the necessary measures with the aim of promoting road safety.

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1) OJ n° L 42, 23.2.1970, p. 1

2) OJ n° C 104, 16.4.1984, p. 38

3) OJ n° C 68, 24.3.1986, p. 35

3. In view of the entry into force of the Single European Act and of the aim of a single internal market to be achieved by the end of 1992, it is now urgent that the remaining measures that are needed in order to complete EEC type approval should be adopted.

4. The legal/administrative procedure put forward in the enacting terms of these proposals does not depart from that laid down in framework directive 70/156/EEC that is currently in force except as regards the procedure for adaptation to technical progress, whereby the Regulatory Committee has been replaced by the Advisory Committee. Indeed, the Commission intends to apply the provisions of the Single Act, which provide for the delegation of power to the Commission in order to proceed with this task.

5. With regard to the other options, such as that of the method of harmonization (total or optional), the Commission is still applying the solutions currently in force.

   However, the Commission does not intend to neglect this important matter; considering that the total harmonization will be essential in order to fully achieve the large single market, it intends to put forward relevant proposals when the framework directive 70/156/EEC is next amended.

II. REASONS FOR AND CONTENT OF THE PROPOSALS

6. External projections of cabs of commercial vehicles

   This draft directive is based on item 12.4 of Annex II to the framework directive 70/156/EEC and on the resolutions of European Parliament related to the promotion of road safety and the Road Safety Year 1986.

Whereas these requirements differ from one Member State to another; whereas it is therefore necessary that all Member States adopt the same requirements either in addition to or in place of their existing rules in order to allow, in particular, the EEC type-approval procedure which was the subject of Council Directive 70/156/EEC of 6 February 1970 on the approximation of the Laws of Member States relating to the type-approval of motor vehicles and their trailers[4], as last amended by Directive 87/403/EEC,[5] to be applied in respect of each type of vehicle;

Whereas, with the view of improving road safety, it is considered imperative and urgently necessary that the cabs of motor vehicles of category N do not exhibit sharp external projections to reduce the risk or the severity of injuries sustained by a person coming into contact with the external surface of the vehicle in the event of an accident;

Whereas, it is recommended to follow the technical requirements of ECE-Regulation No. 61 (Economic Commission for Europe of the United Nations) relating to the uniform provisions concerning external projections of the cabs of goods vehicles; this ECE-Regulation is annexed to the Agreement of 20 March 1958 concerning the adoption of uniform conditions of approval and reciprocal recognition of approval for motor vehicle equipment and parts;

Whereas Article 13 of Directive 70/156/EEC lays down a procedure for the adaptation to technical progress of the provisions of the annexes thereto; whereas however technical progress makes prompt adaptation of the technical requirements laid down by the separate directives necessary; whereas the Commission should be made responsible for the adoption thereof in order to simplify and expedite the procedure; whereas in all cases where the Council confers powers upon the Commission to implement rules laid down in the motor vehicle sector it is appropriate to provide for a procedure of prior consultation between the Commission and the Member States within an Advisory Committee;

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4 OJ N° L 42, 23.2.1970, p.1

5 OJ N° L 220, 8.8.1987, p.44

Article 1

For the purpose of this Directive "vehicle" means any motor vehicle of category N, as defined in Annex I to Directive 70/156/EEC, designed and constructed for use on the road, with or without bodywork, having at least four wheels and a maximum design speed exceeding 25 km/h.

Article 2

Member States may not refuse EEC type-approval or national type approval of a vehicle type, or refuse or prohibit the sale, registration, entering into service or use of a vehicle on grounds relating to their external projections forward of the cab's rear panel, if these vehicles satisfy the requirements set out in
Annex 1 hereto.

Article 3

Any amendments necessary to adapt the requirements of the Annexes to this Directive to technical progress shall be adopted by the Commission in accordance with the procedure laid down in Article 4.

Article 4

The Commission shall be assisted by the committee established under Article 12 of Directive 70/156/EEC.

The representative of the Commission shall submit to the committee a draft of the measures to be taken. The committee shall deliver its opinion on the draft within a time-limit which the Chairman may lay down according to the urgency of the matter, if necessary by taking a vote.

The opinion shall be recorded in the minutes; in addition, each Member State shall have the right to ask to have its position recorded in the minutes.

The Commission shall take the utmost account of the opinion delivered by the committee. It shall inform the committee of the manner in which its opinion has been taken into account.

Article 5

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive not later than 1 October 1992. They shall forthwith inform the Commission thereof.

2. When Member States adopt these provisions, these shall contain a reference to this Directive or shall be accompanied by such reference at the time of their official publication. The procedure for such reference shall be adopted by Member States.

Article 6

With effect from 1 October 1993 Member States :

- may no longer issue the document provided for in Article 10 (1), third indent, of Directive 70/156/EEC in respect of a type of vehicle of which the external projections of the cab do not meet the requirements of this Directive,

- may refuse to grant national type-approval in respect of a type of vehicle of which the external projections of the cab do not comply with the provisions of this Directive.

Article 7

This directive is addressed to the Member States.

Done at Brussels, ... 1992

ANNEX I

1. SCOPE

This Directive applies to the external projections forward of the cab's rear panel of motor vehicles of category N; it is limited to the external surface as defined below and does not apply to the exterior rearview mirrors, including their supports, or to the accessories such as aerials and luggage racks.

2. DEFINITIONS

For the purposes of this Directive:

2.1. "External surface" means that part of the vehicle forward of the cab's rear panel as defined in 2.5. below, with the exception of the rear panel itself, and includes such items as the front wings, front bumpers and front wheels;

2.2. "Vehicle approval" means the approval of a vehicle type with regard to its external projections;

2.3. "Vehicle type" means motor vehicles which do not differ in such essential respects as the "external surface";

2.4. "Cab" means that part of the bodywork which constitutes the driver and passenger compartment, including the doors;

2.5. "Cab rear panel" means the rearmost part of the external surface of the driver and passenger compartment. Where it is not possible to determine the position of the rear cab panel, for the purposes of this Directive it would be deemed to be the vertical transversal plane situated 50 cm to the rear of the R point of the driver seat, with the seat, if adjustable, located at its rearmost driving position (see Annex III to Directive 77/649/EEC). If the cab is fitted with more than one row of seats the rearmost passenger seat in its rearmost position has to be taken into account for the definition of the rear cab panel. However, the manufacturer may, with the agreement of the technical services, request an alternative distance if 50 cm can be shown as being inappropriate for a particular vehicle;

2.6. "Reference plane" means a horizontal plane passing through the centre of the front wheels or a horizontal plane situated at the height of 50 cm above the ground, whichever is lower. This plane is defined for the laden state of the vehicle;

2.7. "Floor line" means a line determined as follows:
When a vertical-axis cone of undetermined height having its side at an angle of 15° to the vertical is moved about the external surface of the loaded vehicle so as to remain in contact with the external surface of the body at its lowest point, the floor line is the geometrical trace of the points of contact.

In determining the floor line, no account shall be taken of the exhaust pipes or wheels, or of functional mechanical features attached to the under-body such as jacking points, suspension mountings or attachments for use in towing or in case of breakdown. In the spaces at the outside of wheel arches an imaginary surface extending the adjacent external surfaces without change of position shall be assumed. The front bumpers shall be taken into account in determining the floor line. Depending on the type of vehicles, the trace of the floor line may be at either the outer edge of the bumper profile or at the body panel below the bumper. Where there are two or more points of contact at the same time, the lowest point of contact shall be used to determine the floor line;

2.8. "Radius of curvature" means the radius of the arc of a circle which comes closest to the rounded form of the component under consideration.

2.9. "Loaded vehicle" means the vehicle at its technically permissible maximum laden mass and the distribution of this mass among the axles as stated by the manufacturer.

3. GENERAL SPECIFICATIONS

3.1. The provisions of this Directive shall not apply to these parts of the "external surface" of the vehicle which, with the vehicle in running order, with doors, windows, access lids, etc., in the closed position are either:

3.1.1. Outside a zone having as its upper limit a horizontal plane situated 2.00 m above the ground and as its lower limit either the reference plane defined in 2.6. or the floor line defined in 2.7. as selected by the manufacturer, or

3.1.2. located within the zone as described in 3.1.1, but in static condition cannot be contacted by a sphere of 100 mm in diameter.

3.1.3. Where the reference plane is the lower limit of the zone, account shall be taken only of the parts of the vehicle falling between two vertical planes, one touching the external surface of the vehicle and the other parallel to it at a distance of 80 mm towards the interior of the vehicle.

3.2. The "external surface" of the vehicle shall not exhibit, directed outwards, any part likely to catch on pedestrians, cyclists or motor cyclists.

3.3. Any components specified in 4. below, shall not exhibit, directed outwards, any pointed or sharp parts or any projections of such shape, dimensions, direction or hardness as to be likely to increase the risk or seriousness of bodily injury to a person hit by the external surface or brushing against it in the event of a collision.

3.4. Projecting parts of the outer surface having a hardness of not more than 60 Shore A, may have a radius of curvature lower than the values prescribed under Section 4. below.

3.5. Subject to the provisions of items as specified in 4, no protruding part of the external surface shall have a radius of curvature less than 2,5 mm.

4. SPECIFIC REQUIREMENTS

4.1. Ornaments, commercial symbols, letters and numbers of commercial markings

4.1.1. Ornaments, commercial symbols, letters and numbers of commercial markings shall not have any radius of curvature of less than 2.5 mm. This requirement does not apply to these parts if they do not protrude more than 5 mm from the surrounding surface; however, in this case their edges directed outwards shall be blunted.

4.1.2. Ornaments, commercial symbols, letters and numbers of commercial markings, which project more than 10 mm from the surrounding surface shall retract, become detached or bend over under a force of 10 daN exerted at their most salient point in any direction in a plane approximately parallel to the surface on which they are mounted. To apply 10daN force a flat-ended ram of not more than 50 mm diameter shall be used. Where this is not possible, an equivalent method shall be used. After the ornaments are retracted, detached or bent over, the remaining portion shall not project more than 10 mm and shall not have any pointed, sharp or cutting edges.

4.2. Headlamp visors and rims

4.2.1. Projecting visors and rims shall be permitted on headlamps provided that their projection as measured in relation to the external transparent surface of the headlamp does not exceed 30 mm and their radius of curvature is at least 2.5 mm throughout.

4.2.2. Retracting headlamps shall meet the requirements of 4.2.1. above in both operative and retracted positions.

4.2.3. The provisions of 4.2.1. above shall not apply to headlamps recessed in the body, or where the headlamp is overhung by the body, provided the bodywork conforms to the requirements of 3.2. above.

4.3. Grilles

Parts of grilles shall exhibit a radius of curvature of:
not less than 2.5 mm if the distrance between adjacent parts is more than 40 mm;
not less than 1 mm if the distance is between 25 mm and 40 mm;
not less than 0.5 mm if the distance is less than 25 mm.

4.4. Windscreen and headlamp cleaning devices

4.4.1. The above-mentioned devices shall be such that the wiper shafts have a protective covering with a radius of curvature of not less than 2.5 mm and a surface area of not less than 150 mm^2 measured in the projection of a section not further than 6.5 mm from the most protruding point.

4.4.2. Nozzles for windscreen washer and headlamp cleaning devices shall have a radius of curvature of not less than 2.5 mm. Those protruding less than 5 mm shall have blunted outward facing edges.

4.5. Protective devices (bumpers)

4.5.1. The ends of front protective devices shall be turned in towards the external surface of the body.

4.5.2. The components of the front protective devices shall be so designed that all rigid surfaces facing outwards have a radius of curvature of not less than 5 mm.

4.5.3. Equipment such as towing hitches and winches shall not protrude beyond the foremost surface of the bumper. However, winches may protrude beyond the foremost surface of the bumper provided they are covered when not in use by a suitable protective covering having a radius of curvature of not less than 2.5 mm.

4.5.4. The requirements of paragraph 4.5.2. shall not apply to parts of the bumper or parts mounted on or inset in the bumper which project less than 5 mm. The edges of devices projecting less than 5 mm shall be blunted. With respect to devices mounted on the bumpers and referred to in other paragraphs of this Directive, the particular requirements contained in this Directive shall remain applicable.

4.6. Handles, hinges, pushbuttons of doors, luggage compartments, bonnets, vents access flaps and grab handles

4.6.1. The above parts shall not protrude more than: 30 mm in the case of pushbuttons, 70 mm in the case of grab handles and bonnet-fasteners, and 50 mm in all other cases. They shall have radii of curvature of not less than 2.5 mm.

4.6.2. If lateral door handles rotate to operate, they shall meet one or other of the following requirements:

4.6.2.1. In the case of handles which rotate parallel to the plane of the door the open end of handles must be directed towards the rear. The end of such handles shall be turned back towards the plane of the door and fitted into a protective surround or be recessed;

4.6.2.2. handles which pivot outwards in any direction which are not parallel to the plane of the door shall, when in the closed position, be enclosed in a protective surround or be recessed. The open end shall face either rearwards or downwards.
Nevertheless, handles which do not comply with this last condition may be accepted if:

they have an independent return mechanism,
should the return mecanisms fail, they cannot project more than 15 mm,

they, in such opened position, have a radius of curvature not less than 2.5 mm (this requirement does not apply if in maximum opened position the projection is less than 5 mm, in which case the angles of the parts facing outwards shall be blunted),
their end surface area, when measured not more than 6.5 mm from the point projecting furthest, is not less than 150 mm^2.

4.7. Running boards
The edges of running boards and steps shall be rounded.

4.8. Lateral air and rain deflectors and window anti-smear air deflectors

Edges capable of being directed outwards shall have a radius of curvature of not less than 1 mm.

4.9. Sheet metal edges

Sheet metal edges are permitted provided that the edge is folded back towards the body so that it cannot be touched by a sphere of 100 mm diameter or is provided with a protective covering having a radius of curvature of not less than 2.5 mm.

4.10. Wheel nuts, hub caps and protective devices

4.10.1. The wheel nuts, hub caps and protective devices shall not exhibit any fin-shaped projections.

4.10.2. When the vehicle is travelling in a straight line, no part of the wheels, other than the tyres, situated above the horizontal plane, passing through their axis of rotation, shall project beyond the vertical projection in a horizontal plane, of the body panel edge above the wheel. However, if functional requirements so warrant, the protective devices which cover wheel nuts and hubs may project beyond the vertical projection of the body panel edge above the wheel, on condition that radius of curvature of the surface of the projection part is not less than 5 mm and that the projection beyond the vertical projection of the body panel edge above the wheel in no case exceeds 30 mm.

4.10.3. Protective device(s) conforming to 4.10.2. above shall be fitted if bolts or nuts protrude beyond the projection of the outside surface of the tyre (the part of the tyre situated above the horizontal plane passing through the axis of rotation of the wheel).

4.11. Jacking points and exhaust pipe(s)

4.11.1. The jacking points (if any) and exhaust pipe or pipes shall not project more than 10 mm beyond the vertical projection of the floor line or the vertical projection of the intersection of the reference plane with the external surface of the vehicle.

4.11.2. Notwithstanding the above requirement, an exhaust pipe may project more than 10 mm provided that its edges are rounded at the end to a radius of curvature of not less than 2.5 mm.

4.12. Projections and distances shall be measured according to the requirements of Annex II.

5. APPLICATION FOR EEC TYPE - APPROVAL

5.1. The application for EEC Type - approval of a vehicle type with regard to external projections shall be submitted by the vehicle manufacturer or by his authorized representative.

5.2 It shall be accompanied by the undermentioned documents in triplicate:

5.2.1. A description of the vehicle type, its external projections forward of the cab's rear panel, comprising the particulars referred to in Annex III, along with the documentation required in application of Article 3 of Directive 70/156/EEC;

5.2.2. photographs of the front and the side parts of the vehicle;

5.2.3. such dimensional drawings of the external surface, containing the external projections, R-point, the reference plane or floor line, which in the opinion of the technical service are required in order to demonstrate compliance with the provisions in 3 and 4.

5.3. The applicant shall submit to the technical service responsible for conducting the approval test:

5.3.1. A vehicle representative of the type to be approved and part(s) of the vehicle deemed essential to carry out the checks and tests required by this Directive;

5.3.2. certain parts and samples of the materials used, if so required by the technical service.

6. EEC TYPE-APPROVAL

An EEC type-approval shall be granted and a certificate according to the model of Annex IV shall be issued, if the vehicle submitted for approval conforms with the provisions described in 5 and meets the requirements in 3 and 4 of this Annex.

7. EXTENSION OF THE EEC TYPE-APPROVAL

7.1 Every modification of the vehicle type or of its external projections forward of the cab's rear panel shall be communicated to the administrative department which approved the vehicle type. That department may then either:

7.1.1. Consider that the modifications made are unlikely to have an appreciable adverse effect and that in any case the vehicle still complies with the requirements; or

7.1.2. require a further test report from the technical service responsible for conducting the tests.

7.2. The component authority issueing the extension of approval shall assign a series number of an extension in the type-approval certificate as shown in Annex IV.

ANNEX II

MEASUREMENT OF PROJECTIONS AND DISTANCES

1. METHOD OF DETERMINING THE DIMENSIONS OF THE PROJECTION OF A PART FITTED ON THE EXTERNAL SURFACE

1.1. The dimensions of the projection of a part mounted on a convex panel may be determined either directly or by reference to a drawing of an appropriate section of the part in the fitted positon.

1.2. If the projection of a part mounted on a panel other than convex cannot be determined by simple measurement, it shall be determined by the maximum variation in the distance between the reference line of the panel and the centre of a sphere of 100 mm diameter when the sphere is moved in constant contact with the part. An example of the use of this method is given in figure 1.

1.3. For grab handles, the projection shall be measured in relation to a plane passing through the points of attachment. An example is given in figure 2.

2. METHOD OF DETERMINING THE PROJECTION OF HEADLAMP VISORS AND RIMS

2.1. The projection from the outer surface of the headlamp shall be measured horizontally from the point of contact of a sphere of 100 mm diameter, as shown in figure 3.

3. METHOD OF DETERMINING THE DISTANCE BETWEEN PARTS OF A GRILLE

3.1. The distance between parts of a grille shall be the distance between two planes passing through the points of contact of the sphere and perpendicular to the line joining the points of contact. Examples of the use of this method are given in figures 4 and 5.

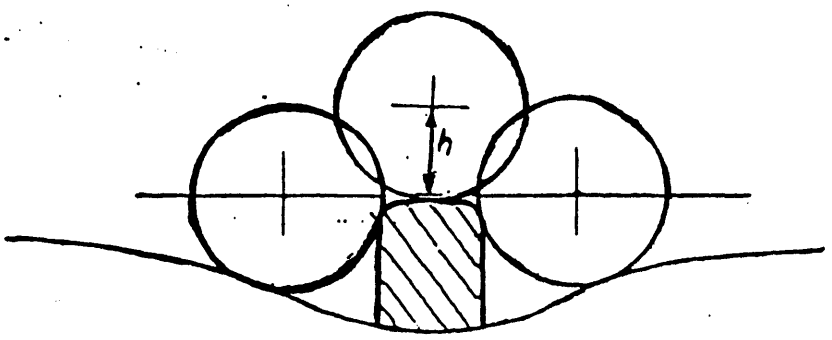

Figure 1

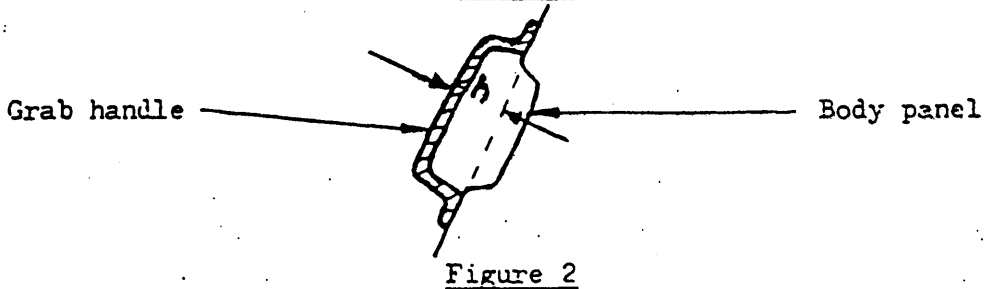

Figure 2

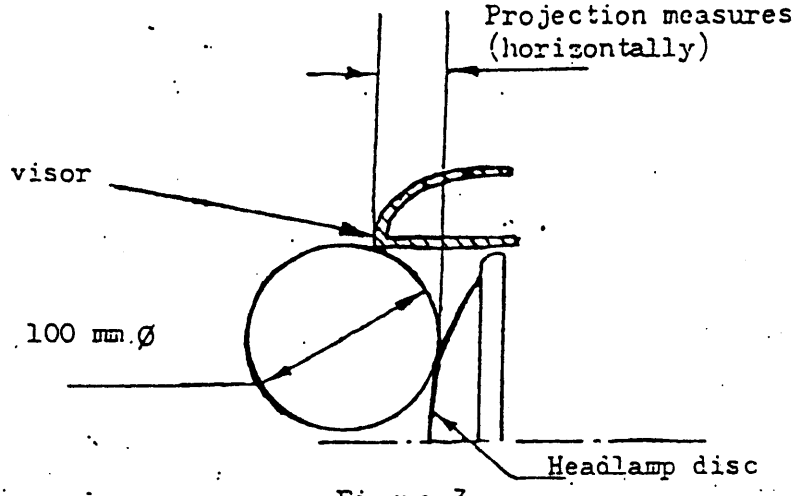

Figure 3

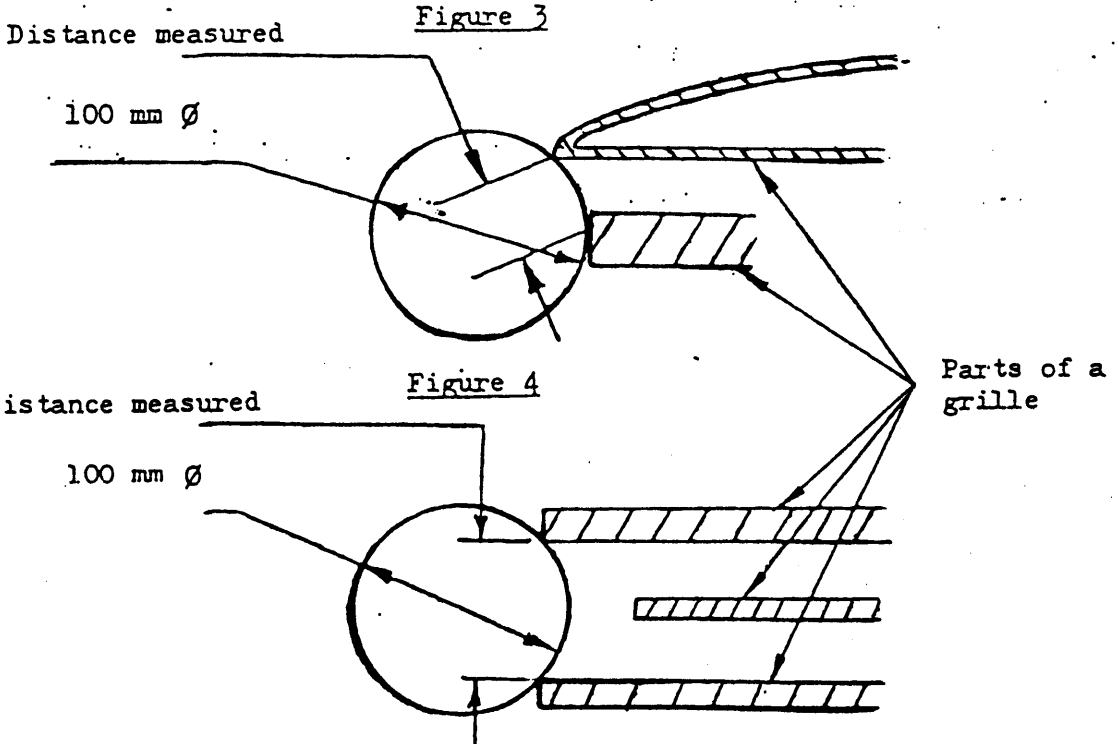

Figure 4

ANNEX III

MODEL INFORMATION DOCUMENT[a]

The following information, if applicable, shall be supplied in triplicate and shall include a list of contents.
Drawings, if any, shall be supplied in appropriate scale and in sufficient detail on size A4 or folded to that size.
Photographs, if any, shall show sufficient detail on size A4 or folded to that size.
Photographs, if any, shall show sufficient detail.
In the case of micro-processor controlled functions supply relevant performance-related information.

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0. GENERAL

0.1 Make (trade name of manufacturer):
0.2 Type and commercial description (mention any variants):
0.3 Means of identification of type, if marked on the vehicle[b]:
0.3.1 Location of that marking:
0.4 Category of vehicle [c]:
0.5 Name and address of manufacturer:
0.6 Name and address of manufacturer's authorized representative (if any):
0.7 Location of statutory plates and inscriptions and method of affixing
0.7.1 On the chassis:
0.7.2 On the bodywork:
0.8 The serial numbers of the chassis of this type commence at No. .....

1. GENERAL CONSTRUCTION CHARACTERISTICS OF THE VEHICLE

1.1 Photographs and/or drawings of a representative vehicle:
1.2 Dimensional drawing of the whole vehicle:
1.3 Number of axles and wheels (if applicable, number of caterpillars or tracks):
1.3.2 Number and position of steered axles:
1.7 Driving cab (forward, semi-forward or normal):

2. MASSES AND DIMENSIONS[e] (in kg and mm) (refer to drawing where applicable)

2.3 Axle track(s) and width(s)
2.3.1 Track of each steered axle[i]:
2.4 Range of vehicle dimensions (overall)
2.4.1 For chassis without bodywork
2.4.1.2 Width[k]:
2.4.1.3 Height (unladen)[l] (For suspension adjustable for height, indicate normal running position):
2.4.1.4 Front overhang[m]:
2.4.1.6 Ground clearnace (As defined in para. 4.5.4 of footnote[c] of this Annex):
2.4.2 For chassis with bodywork
2.4.2.2 Width[k]:
2.4.2.3 Height (unladen)[l] (For suspension adjustable for height, indicate normal running position):
2.4.2.4 Front overhang[m]:
2.4.2.6 Ground clearance (As defined in para. 4.5.4 of footnote[c] of this Annex):
2.6 Mass of the vehicle with bodywork in running order, or mass of the chassis with cab if the manufacturer does not fit the bodywork (including coolant, oils, fuel, tools, spare wheel and driver)[p]:
2.6.1 Distribution of this mass among the axles and, in the case of a semi-trailer, load on the fifth wheel king pin:
2.8 Technically permissible maximum laden mass stated by the manufacturer:
2.8.1 Distribution of this mass among the axles and, in the case of a semi-trailer, load on the fifth wheel king pin:
2.9 Technically permissible maximum mass on each axle and, in the case of a semi-trailer, load on the fifth wheel king pin stated by the manufacturer:

5. AXLES

5.1 Drawing of each axle, together with a statement of the materials used and (optionally) of the make and type:

6. SUSPENSION

6.1 Drawing of the suspension arrangements:
6.2 Tyres and wheels normally fitted
6.2.1 Distribution of tyres to axles and permitted tyre combinations:
6.2.2 Range of tyre sizes
6.2.3 Upper and lower limits of rolling radii:
6.2.4 Tyre pressure(s) as recommended by the vehicle manufacturer: ....kPa
6.2.5 Tyre/wheel combination(s):

6.3 Type design of the suspension of each axle or wheel:
6.3.1 Level adjustment: yes/no(1)
6.4 Characteristics of the springing parts of the suspension (design, characteristics of the materials and dimensions):
9.11 External projections
9.11.1 General arrangment (drawing or photographs) indicating the position of the attached sections and views:
9.11.2 Drawings and/or photographs, for example and where relevant, of the door and window pillars, air-intake grilles, radiator grille, windscreen wipers, rain gutter channels, handles, slide rails, flaps, door hinges and locks, hooks, eyes, decorative trim, badges, emblems and recesses and any other external projections and parts of the exterior surface which can be regarded as critical (e.g. lighting equipment). If the parts listed in the previous sentence are not critical, for documentation purposes they may be replaced by photographs, accompanied if necessary by dimensional details and/or text:
9.11.4 Drawing of bumpers:
9.11.5 Drawing of the floor line:
9.16 Wheel guards
9.16.1 Brief description of the vehicle with regard to its wheel guards:
9.16.2 Detailed drawings of the wheel guards and their position on the vehicle taking account of the extremes of tyre/wheel combinations:
9.17 Statutory plates
9.17.1 Photographs and/or drawings of the locations of the statutory plates and inscriptions and of the chassis number:
9.17.2 Photographs and/or drawings of the official part of the plates and inscriptions (completed example with dimensions):
9.17.3 Photographs and/or drawings of the chassis number (completed example with dimensions):
9.17.4 Manufacturer's certificate of compliance with the requirement of the Annex I, item 3 to Directive 76/114/EEC
9.17.4.1 If characters in the 2nd section are used to indicate general characteristics of the vehicle, these characteristics shall be indicated:
9.17.4.2 If characters in the 2nd section are used to comply with the requirements of item 3.1.1.3, their meaning shall be explained:

ANNEX IV

M O D E L
(maximum format: A4 (210 x 297 mm))

EEC TYPE-APPROVAL CERTIFICATE
(vehicle)

STAMP OF
ADMINISTRATION

Communication concerning the

- type-approval[1]
- extension of type-approval[1]
- refusal of type-approval

of a type of a vehicle with regard to Directive ..... relating to the external projections forward of the cab's rear panel of motor vehicles of category N

EEC type-approval No. : Extension No. :

SECTION I

0.1 Make (name of undertaking):
0.2 Type and commercial description (mention any variants):
0.3 Means of identification of type, if marked on the vehicle[2] :
0.3.1 Location of that marking
0.4 Category of vehicle[3] :
0.5 Name and address of manufacturer:
0.6 Name and address of manufacturer's authorized representative (if any):

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1 Delete where inapplicable

2 The means of identification of type, if used, shall appear only on those vehicles covered by the individual directive approval. If the means of identification of type contains characters not relevant to describe the vehicle types covered by this type-approval certificate, such characters shall be represented in the documentation by the symbol "?" (e.g. abc ??123??).

3 As defined by footnote (b) of Annex I to Directive 70/156/EEC

SECTION II

1. Additional information for a vehicle chassis cab/complete vehicle with bodywork[1]

1.1 Type of cab (forward, semi-forward, normal): .....

1.2 Width of cab on the vehicle: ..... mm

1.3 Height of cab on the vehicle: ..... mm

1.4 Technically permissible max. mass of the vehicle: ..... t

1.5 Technically permissible max. masses on the front axle(s)

1.5.1 1. Axle: ..... t

2. Axle: ..... t

3. Axle[1]: ..... t

1.6 Tyre/wheel-sizes: .....

2. Technical department responsible for carrying out the tests: .....

3. Date of test report: .....

4. Number of test report: .....

5. Ground(s) for extending type-approval (where appropriate): .....

6. Comments (if any): .....

6.1 The vehicle type including the bodywork also complies with the requirements of Directive 74/483/EEC : yes/no[1]

7. Place: .....

8. Date: .....

9. Signature: .....

10. A list of documents making up the type-approval file lodged with the administrative department that has granted type-approval, which may be obtained on request, is attached.

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1 Delete where inapplicable

FICHE D'IMPACT SUR LA COMPETITIVITE ET L'EMPLOI

Proposition de directive du Conseil concernant le rapprochement des législations des Etats membres relatives aux :

saillies extérieures des cabines des véhicules commerciaux.

I. Quelle est la justification principale de la mesure ?

- Achèvement de la procédure de réception CEE des véhicules automobiles.
- Harmonisation des législations nationales.
- Augmentation de la sécurité de la circulation routière.

II. Caractéristiques des entreprises concernées
En particulier :

- y-a-t-il un grand nombre de PME ? Non.
- note t'on des concentrations dans des régions :
  - éligibles aux aides régionales des E.M. ? Non.
  - éligibles au Feder ? Non.

III. Quelles sont les obligations imposées aux entreprises ?
Respecter les prescriptions desdites directives assurant ainsi le libre accès de leurs véhicules dans tout le territoire de la Communauté.

IV. Quelles sont les obligations susceptibles d'être imposées indirectement aux entreprises via les autorités locales ?
Respecter les prescriptions desdites directives assurant ainsi le libre accès de leurs véhicules dans tout le territoire de la Communauté.

V. Y-a-t-il des mesures spéciales pour les PME ? Non.

- lesquelles ?

VI. Quel est l'effet prévisible :

- sur la compétitivité des entreprises ?
  pas d'effet prévisible.
- sur l'emploi ?
  pas d'effet prévisible.

VII. Les partenaires sociaux ont-ils été consultés ? Oui.

- Avis des partenaires sociaux : favorable.

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