

Amended proposal for a European Parliament and Council Directive amending Council Directive 78/548/EEC on the approximation of the laws of the Member States relating to heating systems for the passenger compartment of motor vehicles ⁽¹⁾

(2000/C 116 E/02)

(Text with EEA relevance)

COM(1999) 370 final — 98/0277(COD)

(Submitted by the Commission pursuant to Article 250(2) of the EC-Treaty on 16 August 1999)

⁽¹⁾ OJ C 326, 24.10.1998, p. 4.

INITIAL PROPOSAL

AMENDED PROPOSAL

Annex I, Appendix 1, item 9.10.5.3 (new)

9.10.5.3 Maximum current consumption in kW

Annex II, item 2.10

2.10 'Gaseous fuel' includes fuels that are gaseous at normal temperature and pressure, such as liquefied petroleum gas (LPG) and compressed natural gas (CNG).

2.10 'Gaseous fuel' includes fuels that are gaseous at normal temperature and pressure (273.2 K and 101.33 kPa), such as liquefied petroleum gas (LPG) and compressed natural gas (CNG).

Annex II, item 2.11

2.11 'Overheating' means the condition that exists when the air inlet to the combustion heater is completely blocked.

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Annex II, item 3.2, second indent

— the driver of the vehicle, during road use, will not be able to come into contact with parts of the vehicle or heated air liable to cause burns, and

— the driver and passengers, during road use, will not be able to come into contact with parts of the vehicle or heated air liable to cause burns, and

Annex IV, item 1.1

1.1 Operate the heater for one hour at maximum output in conditions of still air (wind speed ≤ 2 m/s), with all windows closed and, in the case of a combustion heater, the propulsion engine switched off. If, however, having selected the maximum output the heater switches off automatically in less than an hour, the measurements may be made earlier.

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Annex IV, item 2.0

2.0 In the case of combustion heaters as components the following test shall be carried out:

2.0 In the case of combustion heaters as components the following test shall be carried out after the tests of Annex V, Annex VI and item 1.3 of Annex VII:

Annex VI, item 1

1. Operate heater for one hour at maximum output in conditions of still air (wind speed ≤ 2 m/s) and an ambient temperature 20 ± 10 °C. If, however, having selected the maximum output the heater switches off automatically in less than an hour, the measurements may be made earlier.

1. Operate heater for one hour at maximum output in conditions of still air (wind speed ≤ 2 m/s) and an ambient temperature 20 ± 10 °C. If, however, having selected the maximum output the heater switches off automatically in less than an hour, the measurements may be made before switch off.

Annex VII, item 1.2

1.2 Safety equipment shall be installed (either as part of the combustion heater or as part of the vehicle) to control the operation of every combustion heater in an emergency. It shall be designed such that, if no flame is obtained at start-up or if the flame goes out during operation, the ignition and switching times for the supply of fuel are not exceeded by 4 minutes in the case of liquid fuel heaters or 1 minute in the case of gaseous fuel heaters.

1.2 Safety equipment shall be installed (either as part of the combustion heater or as part of the vehicle) to control the operation of every combustion heater in an emergency. It shall be designed such that, if no flame is obtained at start-up or if the flame goes out during operation, the ignition and switching times for the supply of fuel are not exceeded by 4 minutes in the case of liquid fuel heaters or in the case of gaseous fuel heaters 1 minute in case of thermoelectric flame supervision device respectively 10 seconds in case of automatic flame supervision device.

Annex VII, item 2.3.3

2.3.3 A notice, indicating that the heater must be shut down before refuelling, shall be affixed if possible to the fuelling point or a suitable instruction included in the manufacturer's operating manual.

2.3.3 A notice, indicating that the heater must be shut down before refuelling, shall be affixed to the fuelling point or if not suitable to the design it shall be fixed to the drivers door area where it is clearly visible when the door is open. Also a suitable instruction shall be included in the manufacturer's operating manual.