ISSN 0378-6978

Official Journal of the European Communities

L 188

Volume 36

29 July 1993

English edition

Legislation

Contents

Acts whose titles are printed in light type are those relating to day-to-day management of agricultural matters, and are generally valid for a limited period.

The titles of all other Acts are printed in bold type and preceded by an asterisk.

II

(Acts whose publication is not obligatory)

COUNCIL

COUNCIL DIRECTIVE 93/29/EEC

of 14 June 1993

on the identification of controls, tell-tales and indicators for two- or three-wheel motor vehicles

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community and in particular Article 100a thereof,

Having regard to Council Directive 92/61/EEC of 30 June 1992 relating to the type-approval of two- or three-wheel motor vehicles [1],

Having regard to the proposal from the Commission [2],

In cooperation with the European Parliament [3],

Having regard to the opinion of the Economic and Social Committee [4],

Whereas the internal market comprises an area without internal frontiers in which the free movement of goods, persons, services and capital is ensured; whereas the measures required for that purpose need to be adopted;

Whereas, with regard to their controls, tell-tales and indicators, in each Member State two- or three-wheel motor vehicles must display certain technical characteristics laid down by mandatory provisions which differ from one Member State to another; whereas, as a result of their differences, such provisions constitute a barrier to trade within the Community;

Whereas these obstacles to the operation of the internal market may be removed if the same requirements are adopted by all Member States in place of their national rules;

Whereas it is necessary to draw up harmonized requirements concerning the identification of controls, tell-tales and indicators for two- or three-wheel motor vehicles in order to enable the type-approval and component type-approval procedures laid down in Directive 92/61/EEC to be applied for each type of such vehicle;

Whereas, given the scale and impact of the action proposed in the sector in question, the Community measures covered by this Directive are necessary, indeed essential, to achieve the aim in view, which is to establish Community vehicle type-approval; whereas that aim cannot be adequately achieved by the Member States individually;

Whereas in order to facilitate access to the markets of non-Community countries it would seem necessary to establish equivalence between the requirements of this Directive and those of Regulation No 60 of the United Nations Economic Commission for Europe,

HAS ADOPTED THIS DIRECTIVE:

Article 1

This Directive applies to the identification of controls, tell-tales and indicators for all types of vehicle as defined in Article 1 of Directive 92/61/EEC.

Article 2

The procedure for the granting of component type-approval in respect of the identification of controls, telltales and indicators for a type of two- or three-wheel motor vehicle and the conditions governing the free movement of such vehicles shall be as laid down in Chapters II and III of Directive 92/61/EEC.

(1) OJ No L 225, 10. 8. 1992, p. 72.
(2) OJ No C 293, 9. 11. 1992, p. 5.
(3) OJ No C 21, 25. 1. 1993, p. 96 and OJ No C 150, 31. 5. 1993.
(4) OJ No C 73, 15. 3. 1993, p. 22.

Article 3

In accordance with the provisions of Article 11 of Directive 92/61/EEC, equivalence between the requirements laid down in this Directive and those laid down in UN/ECE Regulation No 60 (E/ECE/TRANS/505 — Add. 59) is hereby acknowledged.

The authorities of the Member States which grant component type-approval shall accept approvals granted in accordance with the requirements of the abovementioned Regulation No 60 as well as component type-approval marks as an alternative to the corresponding approvals granted in accordance with the requirements of this Directive.

Article 4

This Directive may be amended in accordance with Article 13 of Directive 70/156/EEC [1] in order to:

— take into account any amendments to the ECE Regulation referred to in Article 3,

— adapt the Annex to technical progress.

Article 5

1. Member States shall adopt and publish the provisions necessary to comply with this Directive not later than 14 December 1994. They shall forthwith inform the Commission thereof.

When the Member States adopt these provisions, they shall contain a reference to this Directive or shall be accompanied by such a reference on the occasion of their official publication. The methods of making such a reference shall be laid down by the Member States.

From the date mentioned in the first subparagraph Member States may not, for reasons connected with the identification of controls, tell-tales and indicators, prohibit the initial entry into service of vehicles which conform to this Directive.

They shall apply the provisions referred to in the first subparagraph as from 14 June 1995.

2. Member States shall communicate to the Commission the texts of the provisions of national law which they adopt in the field covered by this Directive.

Article 6

This Directive is addressed to the Member States.

Done at Luxembourg, 14 June 1993.

For the Council
The President
J. TRØJBORG

[1] OJ No L 42, 23. 2. 1970, p. 1. Directive as last amended by Directive 92/53/EEC (OJ No L 225, 10. 8. 1992, p. 1).

ANNEX I

REQUIREMENTS CONCERNING THE COMPONENT TYPE-APPROVAL OF TWO- OR THREE-WHEEL VEHICLES IN RESPECT OF THE IDENTIFICATION OF THEIR CONTROLS, TELL-TALES AND INDICATORS

1. DEFINITIONS

For the purposes of this Directive:

1.1. 'control' means any part of the vehicle or component directly actuated by the driver which causes a change in the state or operation of the vehicle or one of the parts thereof;

1.2. 'telltale' means a signal indicating the triggering of a device, an operation or a suspect or faulty state or an absence of operation;

1.3. 'indicator' means a device providing information on the proper functioning or state of a system or part of a system such as the level of a fluid;

1.4. 'symbol' means an outline enabling a control, telltale or indicator to be identified.

2. REQUIREMENTS

2.1. **Identification**

The controls, tell-tales and indicators referred to in section 2.1.5 shall be identified in accordance with the following requirements when they are fitted to a vehicle.

2.1.1. These symbols shall stand out clearly against the background, either bright against dark or dark against bright.

2.1.2. The symbols shall be placed on the control or control telltale to be identified or in immediate proximity thereof. Where this is not possible the symbol and control, or telltale, shall be joined by a continuous dash that is as short as possible.

2.1.3. Main-beam headlights shall be represented by parallel horizontal rays of light and dipped-beam headlamps by parallel rays of light angled downwards.

2.1.4. When used for optical tell-tales the following colours listed below have the meanings indicated:

— red: danger,

— amber: caution,

— green: safety.

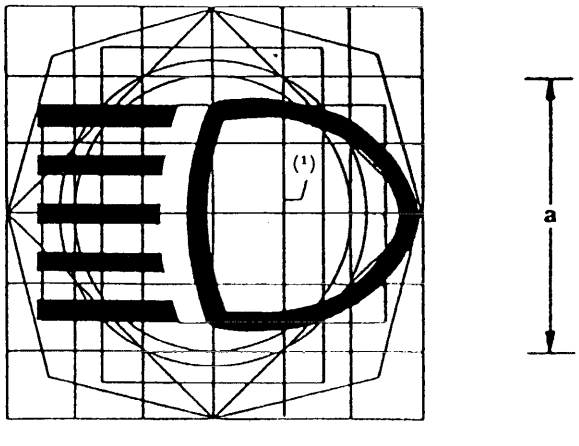
Blue shall be reserved exclusively for the main beam headlamp tell-tales.

2.1.5. Designation and identification of symbols

Figure 1

Headlamp control — Main-beam headlamp

Tell-tale colour: blue.



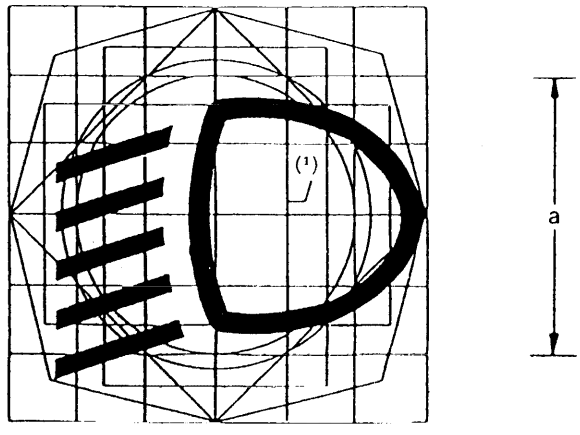


Figure 2

Headlamp control — Dipped-beam headlamp

Tell-tale colour: green.

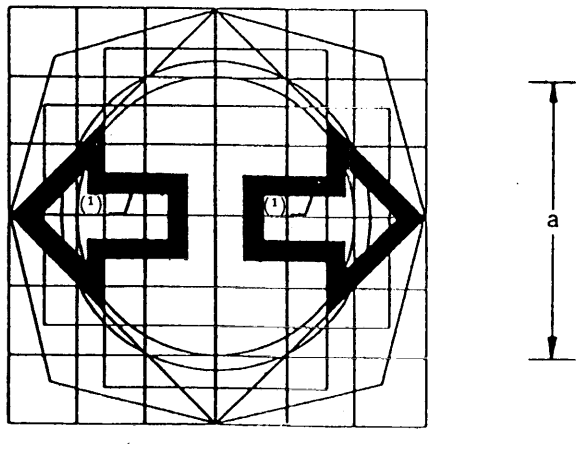


Figure 3

Direction indicator

Tell-tale colour: green.

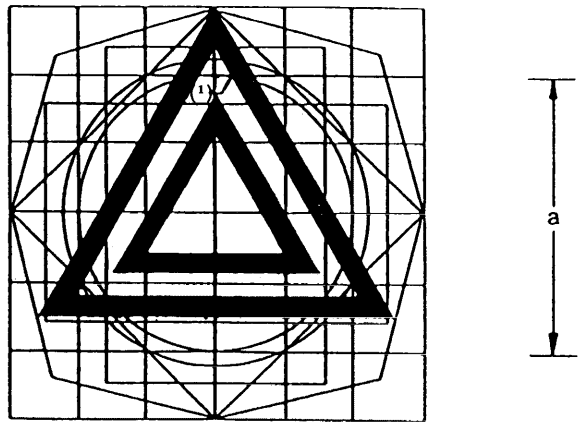


Figure 4

Hazard warning device

Two possibilities:

— identifying signal placed alongside
Tell-tale colour: red

Or

— simultaneous operation of direction indicators (both arrows in Figure 3).

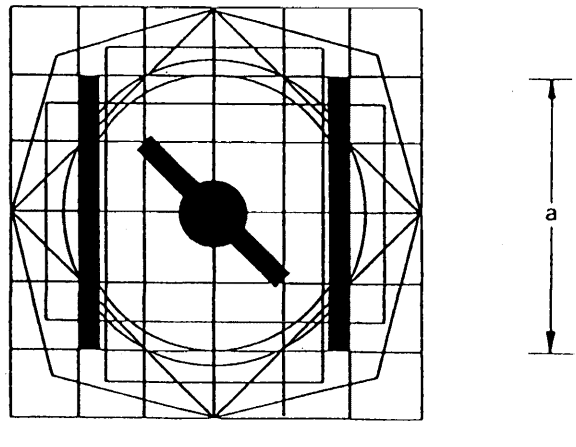


Figure 5

Manual choke

Tell-tale colour: amber.

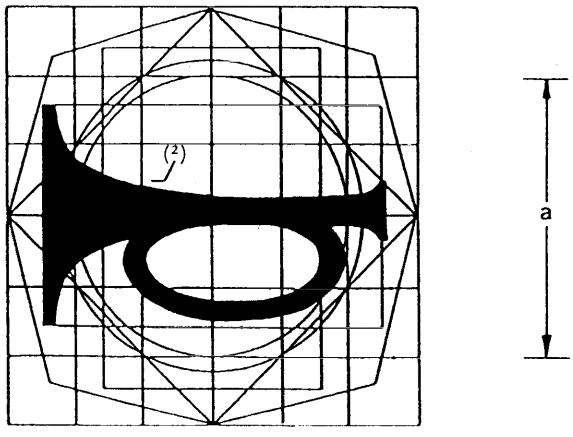


Figure 6

Audible warning device

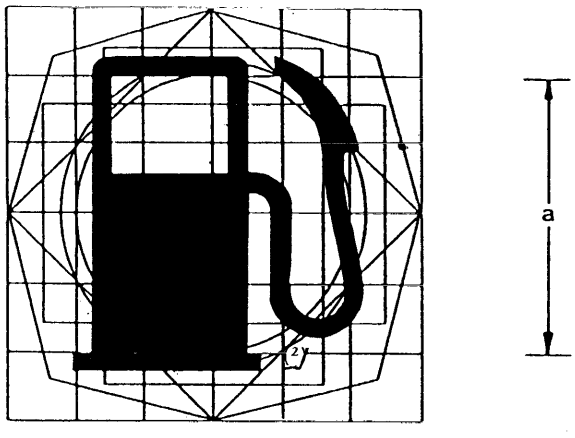


Figure 7

Fuel level

Tell-tale colour: amber.

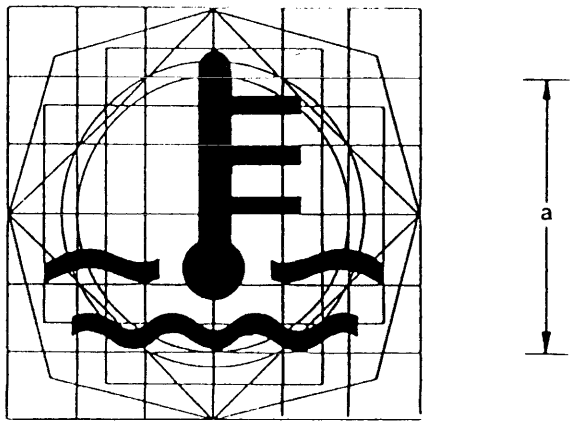


Figure 8

Engine coolant temperature

Tell-tale colour: red.

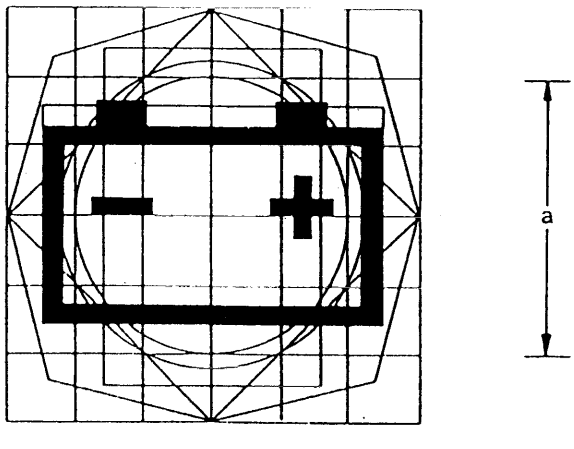


Figure 9

Battery charge

Tell-tale colour: red.

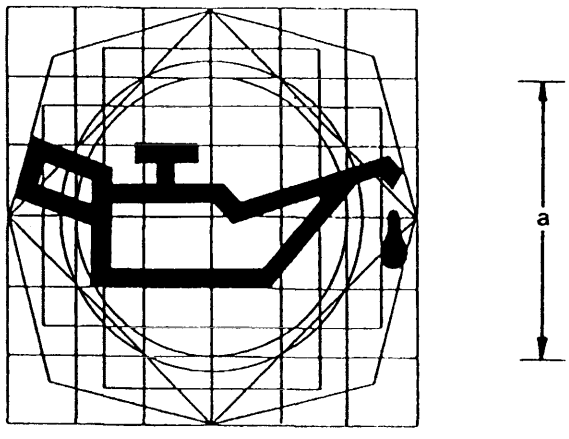


Figure 10

Engine oil

Tell-tale colour: red.

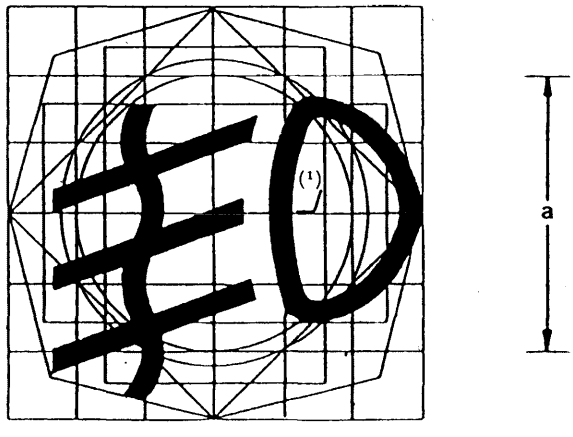


Figure 11

Front fog lamp [3]

Tell-tale colour: green.

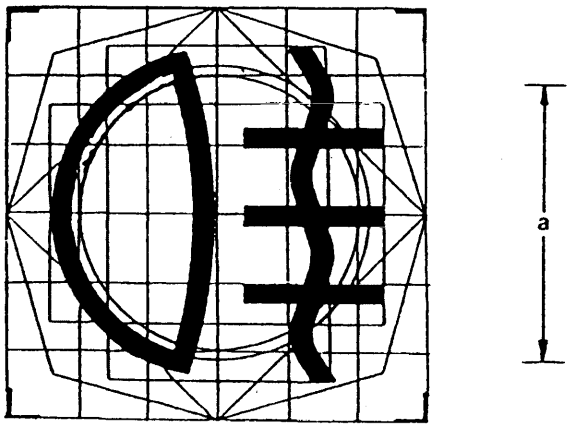


Figure 12

Rear fog lamp [3]

Tell-tale colour: amber.

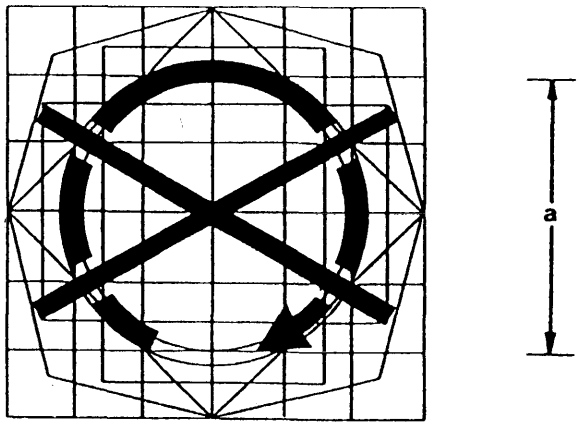


Figure 13

Diesel engine ignition or cut-off, control in 'out of use' position

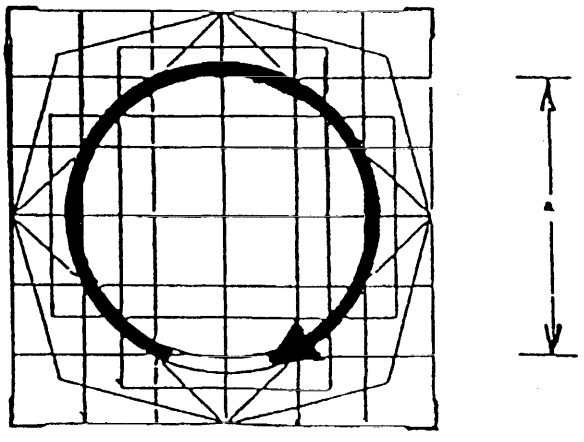


Figure 14

Diesel engine ignition or cut-off control in the 'operating' position

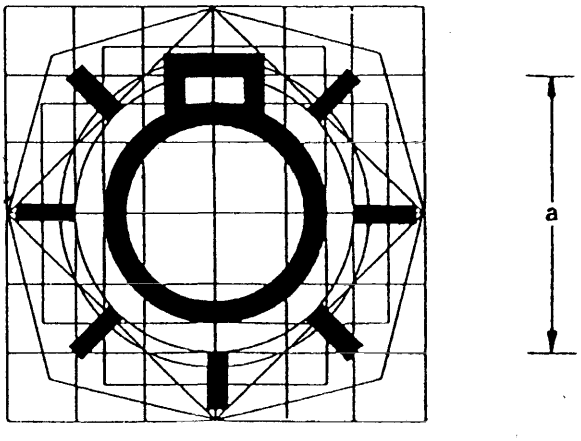


Figure 15

General lighting switch

Tell-tale colour: green.

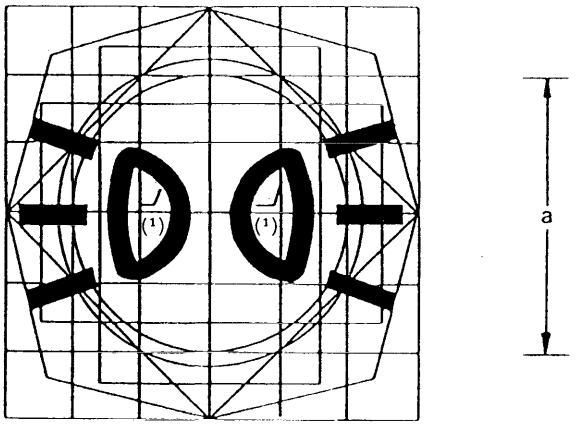


Figure 16

Lighting switch
(may be combined with the position (side) lamps control)

Tell-tale colour: green.

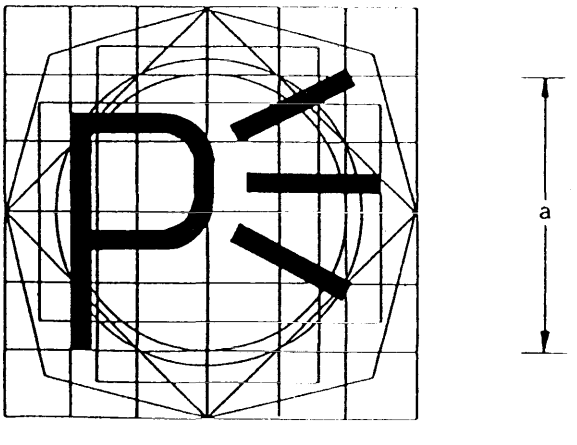


Figure 17

Parking lamps

Tell-tale colour: green.

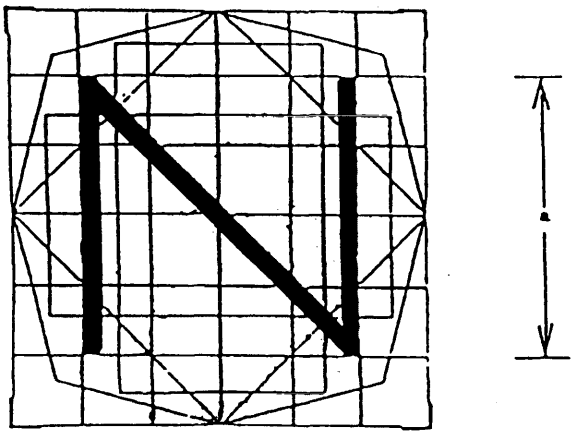


Figure 18

'Gear box in neutral' indicator

Tell-tale colour: green.

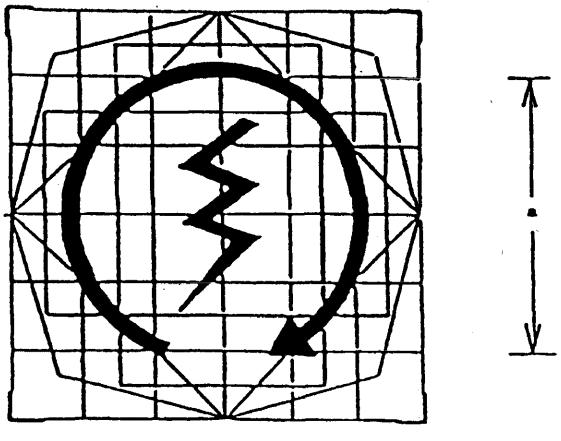


Figure 19

Electric starter

Notes:

(1) The inside of the symbol may be entirely in a dark colour.

(2) The dark part of this symbol may be replaced by its silhouette; the white part in this diagram may then be entirely in a dark colour.

(3) If a single control is used for the front and rear fog lamps the symbol used should be that for 'front fog lamp'.

Appendix

Structure of the model base for the symbols referred to in section 2.1.5

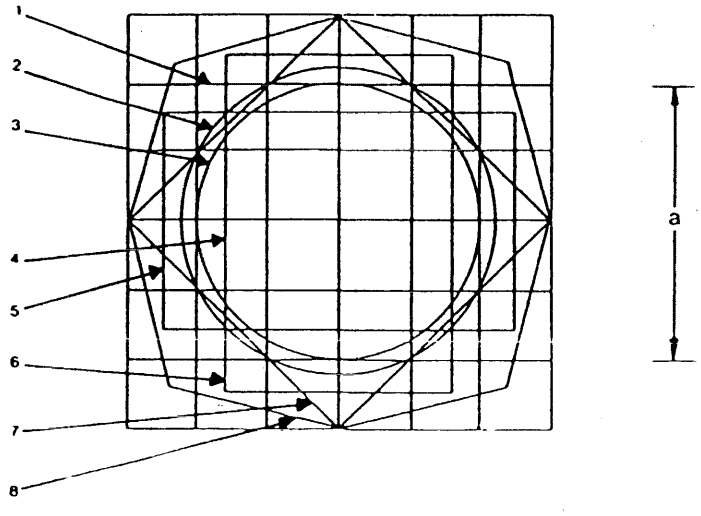


Figure 1

Model base

The model base consists of:

1. a base 50 mm square, this dimension being equal to nominal dimension 'a' in the original;
2. a base circle 56 mm in diameter having approximately the same area as the base square (1);
3. a second 50 mm-diameter circle is drawn within the base square (1);
4. a second square the tips of which lie on the base circle (2) the sides of which are parallel to those of the base square (1);
5. and
6. two rectangles having the same area as the base square (1) their sides being at right angles to each other and each of them devised so as to divide the opposite sides of the base square into symmetrical points;
7. a third square the sides of which pass through the points of intersection of the base square (1) and the base circle (2) and are inclined at 45°, thus providing the greatest horizontal and vertical dimensions of the model base;
8. an irregular octagon formed by lines inclined at 30° to the sides of the square (7).

The base model is laid upon a grid the lower side of which measures 12,5 mm and coincides with the base square (1).

ANNEX II

Appendix 1

Information document in respect of the identification of controls, tell-tales and indicators for a type of two- or three-wheel motor vehicle

(to be attached to the application for component type-approval if this is submitted separately from the application for a vehicle type-approval)

Order No (assigned by the applicant): .....

The application for a component type-approval in respect of the identification of controls, tell-tales and indicators of a type of two- or three-wheel motor vehicle shall contain the information set out under the following points in Annex II to Council Directive 92/61/EEC, Part A, sections:

— 0.1

— 0.2

— 0.4 to 0.6.

Brief description of the vehicle in respect of the identification of controls actuated by the driver, tell-tales and indicators.

Appendix 2

Name of administration

Component type-approval certificate in respect of the identification of controls, tell-tales and indicators for a type of two- or three-wheel motor vehicle

MODEL

Report No ..... by technical service ..... date .....

Component type-approval No: ..... Extension No: .....

1. Make of vehicle: .....
2. Type of vehicle and any versions and variants: .....
3. Manufacturer's name and address: .....
   .....
4. Name and address of manufacturer's representative (if any): .....
   .....
5. Date vehicle submitted for test: .....
6. Component type-approval granted/refused (1):
7. Place: .....
8. Date: .....
9. Signature: .....

---

(1) Delete as appropriate.

COUNCIL DIRECTIVE 93/30/EEC

of 14 June 1993

on audible warning devices for two- or three-wheel motor vehicles

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 100a thereof,

Having regard to Council Directive 92/61/EEC of 30 June 1992 relating to the type-approval of two- or three-wheel motor vehicles [1],

Having regard to the proposal from the Commission [2],

In cooperation with the European Parliament [3],

Having regard to the opinion of the Economic and Social Committee [4],

Whereas the internal market comprises an area without internal frontiers in which the free movement of goods, persons, services and capital is ensured; whereas the measures required for that purpose need to be adopted;

Whereas, with regard to audible warning devices, in each Member State two- or three-wheel motor vehicles must display certain technical characteristics laid down by mandatory provisions which differ from one Member State to another; whereas as a result of their differences, such provisions constitute a barrier to trade within the Community;

Whereas these obstacles to the operation of the internal market may be removed if the same requirements are adopted by all Member States in place of their national rules;

Whereas it is necessary to draw up harmonized requirements concerning audible warning devices for two- or three-wheel motor vehicles in order to enable the type-approval and component type-approval procedures laid down in Directive 92/61/EEC to be applied for each type of such vehicle.

Whereas, given the scale and impact of the action proposed in the sector in question, the Community measures covered by this Directive are necessary, indeed essential, to achieve the aim in view, which is to establish Community vehicle type-approval; whereas that aim cannot be adequately achieved by the Member States individually;

Whereas in order to facilitate access to the markets of non-Community countries it would seem necessary to establish equivalence between the requirements of this Directive and those of Regulation No 28 of the United Nations Economic Commission for Europe,

HAS ADOPTED THIS DIRECTIVE:

Article 1

This Directive applies to audible warning devices for all types of vehicle as defined in Article 1 of Directive 92/61/EEC.

Article 2

The procedures for the granting of component type-approval in respect of audible warning devices for a type of two- or three-wheel motor vehicle, the component type-approval of an audible warning device in the form of a component and the conditions governing the free movement of such vehicles and the unimpeded placing on the market of audible warning devices shall be as laid down in Chapters II and III of Directive 92/61/EEC.

Article 3

In accordance with the provisions of Article 11 of Directive 92/61/EEC, equivalence between the requirements laid down in this Directive and those laid down in UN/ECE Regulation No 28 (E/ECE/TRANS/505 — Rev. 1 / Add. 27) is hereby acknowledged.

The authorities of the Member States which grant component type-approval shall accept approvals granted in accordance with the requirements of the abovementioned Regulation No 28 as well as component type-approval marks as an alternative to the corresponding approvals granted in accordance with the requirements of this Directive.

Article 4

This Directive may be amended in accordance with Article 13 of Directive 70/156/EEC [5] in order to:

— take into account any amendments to the ECE Regulation referred to in Article 3,

— adapt the Annex to technical progress.

(1) OJ No L 225, 10. 8. 1992, p. 72.
(2) OJ No C 293, 9. 11. 1992, p. 15.
(3) OJ No C 337, 21. 12. 1992, p. 103 and OJ No C 150, 31. 5. 1993.
(4) OJ No C 73, 15. 3. 1993, p. 22.
(5) OJ No L 42, 23. 2. 1970, p. 1. Directive as last amended by Directive 92/53/EEC (OJ No L 225, 10. 8. 1992, p. 1).

Article 5

1. Member States shall adopt and publish the provisions necessary to comply with this Directive not later than 14 December 1994. They shall forthwith inform the Commission thereof.

When the Member States adopt these provisions, they shall contain a reference to this Directive or shall be accompanied by such a reference on the occasion of their official publication. The methods of making such a reference shall be laid down by the Member States.

From the date mentioned in the first subparagraph Member States may not, for reasons connected with audible warning devices, prohibit the initial entry into service of vehicles which conform to this Directive.

They shall apply the provisions referred to in the first subparagraph as from 14 June 1995.

2. Member States shall communicate to the Commission the texts of the provisions of national law which they adopt in the covered by this Directive.

Article 6

This Directive is adressed to the Member States.

Done at Luxembourg, 14 June 1993.

For the Council

The President

J. TRØJBORG

ANNEX I

REQUIREMENTS APPLYING TO THE COMPONENT TYPE-APPROVAL OF AUDIBLE WARNING DEVICES

1. DEFINITIONS

For the purposes of this Directive:

1.1. 'audible warning device' means a device emitting an acoustic signal the operation of which is intended to give warning of the presence of or a manoeuvre by a vehicle in a dangerous road traffic situation;

1.1.1. a device consisting of several sound emission orifices that are excited by a single power source shall be considered to be an audible warning device;

1.1.2. an audible warning device consisting of several components each emitting an acoustic signal and operating simultaneously as a result of actuation by a single control shall be considered to be a single audible warning device;

1.2. 'type of audible warning device' means audible warning devices not essentially differing among themselves, particularly in respect of the following aspects:

1.2.1. trade mark or name;

1.2.2. operating principle;

1.2.3. type of power supply (direct current, alternating current, compressed air);

1.2.4. outer shape of the casing;

1.2.5. shape and dimensions of the diaphragm(s);

1.2.6. shape or type of the sound emission orifice(s);

1.2.7. nominal sound frequencies;

1.2.8. nominal supply voltage;

1.2.9. in the case of warning devices supplied direct by an external source of compressed air: the nominal operating pressure.

2. REQUIREMENTS

2.1. Audible warning devices must emit a continuous, uniform sound and their sound spectrum shall not vary perceptibly during operation. In the case of warning devices supplied with an alternating current this requirement applies solely at constant generator speed, that speed lying within the range specified in 3.3.2.

2.2. Warning devices must display sound characteristics (spectral distribution of the sound energy, sound pressure level) and mechanical characteristics such that, in the order stated, they pass the tests specified in sections 3 and 4.

3. SOUND LEVEL MEASUREMENTS

3.1. Audible warning devices must preferably be tested in an anechoic environment. They may alternatively be tested in a semi-anechoic chamber or in a cleared outside space. In this case, precautions must be taken in order to avoid reflections off the ground in the measuring area, e.g. by providing a number of absorbent screens. It must be checked that the spherical distortion is no more than 1 dB within a hemisphere having a radius of at least 5 m up to the maximum frequency to be measured, this mainly being in the direction of measurement and at the height of the device and microphone. The ambient noise must be at least 10 dB lower than the sound pressure levels to be measured.

The device submitted for testing and the microphone must be at the same height. That height must lie between 1.15 and 1.25 m. The line of maximum sensitivity of the microphone must coincide with the direction in which the sound level of the warning device is at its highest level.

The microphone must be positioned such that its diaphragm is at a distance of 2 ± 0,01 m from the exit plane of the sound emitted by the device. That same distance from devices having several exits must be determined in relation to the exit plane closest to the microphone.

3.2. The measurements of the sound pressure level must involve the use of a class-1 precision sound level meter meeting the requirements of IEC publication No 651, first edition (1979).

All measurements must be carried out using the 'rapid' time constant. The (A) weighting curve must be used to measure the overall sound pressure levels.

The Fourier transform of the sound signal must be used in measuring the emitted-sound spectrum. Alternatively, third octave filters meeting the requirements set out in IEC publication No 225, first edition (1966) may be used.

In that instance the sound pressure level within the 2 500 Hz centre octave frequency band is determined by adding the quadratic means of the sound pressures in the third-octave bands of centre frequencies of 2 000, 2 500 and 3 150 Hz. In all cases only the Fourier transform method may be considered to be a reference method.

3.3. The audible warning device must be supplied with one of the following voltages, as appropriate:

3.3.1. in the case of audible warning devices receiving direct current a test voltage of 6,5, 13 or 26 volts, measured at the output side of the eletricity source and corresponding to a nominal voltage of 6, 12 or 24 volts respectively;

3.3.2. where audible warning devices receive direct current that must be supplied by an electrical generator of the type normally used with this type of device. The acoustic characteristics of that type of warning device must be recorded at alternator speeds corresponding to 50, 75 and 100 % of the maximum speed stated by the manufacturer of the alternator for continuous operation. The alternator must be subject to no other electrical load during the test. The durability test described in section 4 must be carried out at a speed stated by the manufacturer of the equipment and selected from the range referred to above.

3.4. If a rectified current is used for the test on an audible warning device receiving direct current, the unsmoothed component of the voltage at its terminals, measured from peak to peak during operation of the warning devices, must not exceed 0,1 volts.

3.5. The resistance of the electrical conductor for audible warning devices receiving direct current, including the resistance of the terminals and contacts, must lie as closely as possible to:

— 0,05 Ohms for a nominal voltage of 6 V,

— 0,10 Ohms for a nominal voltage of 12 V,

— 0,20 Ohms for a nominal voltage of 24 V.

3.6. The audible warning device must be rigidly mounted, using the part or parts intended for that purpose by its manufacturer on a support, the mass of which is at least 10 times greater than that of the warning device to be tested and at least 30 kg. Moreover, the support must be arranged in such a way that the reflections off its walls and the vibrations have no significant effect on the results of the measurements.

3.7. Under the conditions set out above the A-weighted sound level must not exceed the following values:

(a) 115 dB(A) for audible warning devices intended mainly for mopeds, motorcycles and tricycles developing a power of not more than 7 kW;

(b) 118 dB(A) for audible warning devices intended mainly for motorcycles and tricycles developing a power of more than 7 kW.

3.7.1. Moreover the sound pressure level within the 1 800—3 550 Hz frequency band must be higher than that of any frequency component above 3 550 Hz, and in any case be at least:

(a) 90 dB(A) in the case of audible warning devices intended mainly for mopeds;

(b) 95 dB(A) for audible warning devices intended mainly for motorcycles and tricycles developing a power of not more than 7 kW;

(c) 105 dB(A) for audible warning devices intended mainly for motorcycles and tricycles developing a power of more than 7 kW.

3.7.2. Audible warning devices displaying the characteristics described in 3.7.1 (c) may be used on the vehicles described in 3.7.1 (a) and (b) while audible warning devices displaying the sound characteristics described in 3.7.1 (b) may be used on mopeds.

3.8. The characteristics set out above must also be displayed by any audible warning device that has been subjected to the durability test provided for in section 4. The variation in voltage must be either between 115 and 95 % of the rated value for audible warning devices receiving direct current or between 50 and 100 % of the maximum alternator speed stated by the manufacturer of the alternator for continuous operation in the case of audible warning devices receiving alternating current.

3.9. The time lag between actuation and the moment when the sound reaches the minimum value required by section 3.7 must not exceed 0,2 seconds measured at an ambient temperature of 20 ± 5 °C. This requirement applies, in particular, to pneumatic or electro-pneumatic warning devices.

3.10. Under the power supply conditions laid down by their manufacturers pneumatic or electro-pneumatic warning devices must yield the same acoustic performance as those required for electric audible warning devices.

3.11. The minimum values quoted above must be obtained for each of the individual components of any multi-tone device each component part of which may emit sound independently. The maximum overall sound level must be achieved with all of the component parts operating at the same time.

4. DURABILITY TEST

4.1. The audible warning device must be supplied with the nominal voltage at the conductor resistance specified in sections 3.3 to 3.5 and be operated:

— 10 000 times in the case of warning devices intended mainly for mopeds, motorcycles and tricycles developing a power not exceeding 7 kW,

— 50 000 times in the case of warning devices intended mainly for motorcycles and tricycles developing a power of more than 7 kW respectively,

at a rate of one second on followed by four seconds off. During the test the audible warning device must be exposed to a forced draught having a speed of rougly 10 m/sec.

4.2. If a test is conducted within an insulated chamber that chamber must be of sufficient volume to ensure normal dissipation of the heat given off by the warning device during the durability test.

4.3. The ambient temperature within the test chamber must lie between + 15 and + 30 °C.

4.4. If, after half the required number of operations, the characteristics of the sound level have altered as compared with before the test the audible warning device may be reset. When the total number of operations required have been completed the audible warning device must successfully complete the test described in section 3, where necessary after being further reset.

4.5. Electro-pneumatic audible warning devices may be lubricated with the oil recommended by their manufacturer every 10 000 operations.

5. COMPONENT TYPE-APPROVAL MARK

5.1. All audible warning devices conforming to the type that has been component type-approved must bear a component type-approval mark meeting the requirements set out in Annex V to Council Directive 92/61/EEC.

Appendix 1

Information document in respect of a type of audible warning device intended for two- or three-wheel motor vehicles

(to be attached to the application for component type-approval where this is submitted separately from the application for vehicle type-approval)

Order No (assigned by the applicant): .....

The application for component type-approval in respect of a type of audible warning device intended for two or three-wheel motor vehicles must contain the information set out in Annex II to Council Directive 92/61/EEC, Part A, sections 9.5.1 to 9.5.4.

Appendix 2

Name of administration

Component type-approval certificate for a type of audible warning device intended for two- or three-wheel motor vehicles

MODEL

Report No ..... by technical service ..... date .....

Component type-approval No: ..... Extension No: .....

1. Make of audible warning device: .....
2. Type of audible warning device and vehicle(s) for which it is intended [state the power output of motorcycles and tricycles (≤ 7 kW or > 7 kW)]: .....
3. Manufacturer's name and address: .....

   .....
4. Name and address of manufacturer's representative (if any): .....

   .....
5. Date audible warning device submitted for test: .....
6. Component type-approval granted/refused (1):
7. Place: .....
8. Date: .....
9. Signature: .....

---

(1) Delete as appropriate.

ANNEX II

REQUIREMENTS APPLYING TO THE FITTING OF AUDIBLE WARNING DEVICES TO TWO- OR THREE-WHEEL MOTOR VEHICLES

1. DEFINITIONS

For the purposes of this Directive:

1.1. 'type of vehicle' means vehicles not differing essentially among themselves, where any such differences may relate to:

1.1.1. the number and type(s) of audible warning devices fitted to the vehicle;

1.1.2. the warning device adapters on the vehicle;

1.1.3. the position of the warning devices on the vehicle;

1.1.4. the stiffness of the structural parts to which the audible warning device(s) is (are) fitted;

1.1.5. the shape and the materials used in the bodywork forming the front of the vehicle which are likely to affect the level of the sounds emitted by the warning device(s) and to mask those sounds.

2. REQUIREMENTS

2.1. All vehicles must be fitted with an audible warning device that has been component type-approved pursuant to this Directive or to Council Directive 70/388/EEC on the approximation of the laws of the Member States relating to audible warning devices for motor vehicles [1]; however, mopeds equipped with an engine of no more than 0,5 kW, whose maximum design speed does not exceed 25 km/h, may be fitted either with an approved audible warning device or an unapproved mechanical warning device. In the latter case, the manufacturer must declare that such mechanical device complies with the requirement for that type of device in the Member State in which the low-performance moped is to be marketed.

2.2. The test voltage must be as laid down in section 3.3 in Annex I.

2.3. The sound pressure levels must be measured under the conditions laid down in section 3.2 in Annex I.

2.4. The A-weighted sound pressure level emitted by the device(s) fitted to the vehicle must be measured 7 m ahead of the vehicle, which must have been placed on a clear space, the ground being as smooth as possible and, in the case of direct-current audible warning devices, the engine of the vehicle being shut down.

2.5. The microphone for the measuring device must be located roughly in the median longitudinal plane of the vehicle.

2.6. The pressure level of the ambient noise and of the noise generated by the wind must be at least 10 dB(A) lower than the sound level to be measured.

2.7. The maximum sound pressure level must be sought within a segment lying between 0,5 and 1,5 m above ground level.

2.8. When measured under the conditions specified in sections 2.2 to 2.7 the maximum sound level value (section 2.7) of the audible warning under test must be at least:

(a) 75 dB(A) and at the most 112 dB(A) for mopeds;

(b) 80 dB(A) and at the most 112 dB(A) for motorcycles and tricycles developing a power of not more than 7 kW;

(c) 93 dB(A) and at the most 112 dB(A) for motorcycles and tricycles developing a power of more than 7 kW.

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[1] OJ No L 176, 10. 8. 1970, p. 12. Directive last amended by Directive 87/354/EEC (OJ No L 192, 11. 7. 1987, p. 43).

Appendix 1

Information document in respect of the installation of an audible warning device on a type of two- or three-wheel motor vehicle

(to be attached to the application for component type-approval where this is submitted separately from the application for vehicle type-approval)

Order No (assigned by the applicant): .....

The application for component type-approval in respect of the installation of an audible warning device on a type of two- or three-wheel motor vehicle must contain the information set out under the following points in Annex II to Council Directive 92/61/EEC, Part A, sections:

— 0.1

— 0.2

— 0.4 to 0.6

— 3.2.5 to 3.2.5.2.2

— 9.5.5.

Appendix 2

Name of administration

Component type-approval certificate in respect of the installation of an audible warning device on a type of two- or three-wheel motor vehicles

MODEL

Report No ..... by technical service ..... date .....

Component type-approval No: ..... Extension No: .....

1. Trade mark or name of vehicle: .....
2. Type of vehicle: .....
3. Manufacturer's name and address: .....
   .....
4. Name and address of manufacturer's representative (if any): .....
   .....
5. Date vehicle submitted for test: .....
6. Component type-approval granted/refused (1):
7. Place: .....
8. Date: .....
9. Signature: .....

---

(1) Delete as appropriate.

COUNCIL DIRECTIVE 93/31/EEC

of 14 June 1993

on stands for two-wheel motor vehicles

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 100a thereof;

Having regard to Council Directive 92/61/EEC of 30 June 1992 relating to the type-approval of two- or three-wheel motor vehicles [1],

Having regard to the proposal from the Commission [2],

In cooperation with the European Parliament [3],

Having regard to the opinion of the Economic and Social Committee [4],

Whereas the internal market comprises an area without internal frontiers in which the free movement of goods, persons, services and capital is ensured; whereas the measures required for that purpose need to be adopted;

Whereas, with regard to their stands, in each Member State two-wheel motor vehicles must display certain technical characteristics laid down by mandatory provisions which differ from one Member State to another; whereas, as a result of their differences, such provisions constitute a barrier to trade within the Community;

Whereas these obstacles to the operation of the internal market may be removed if the same requirements are adopted by all Member States in place of their national rules;.

Whereas it is necessary to draw up harmonized requirements relating to stands for two-wheel motor vehicles in order to enable the type-approval and component type-approval procedures laid down in Directive 92/61/EEC to be applied for each type of such vehicle;

Whereas, given the scale and impact of the action proposed in the sector in question, the Community measures covered by this Directive are necessary, indeed essential, to achieve the aim in view, which is to establish Community vehicle type-approval; whereas that aim cannot be adequately achieved by the Member States individually,

HAS ADOPTED THIS DIRECTIVE:

Article 1

This Directive and its Annex apply to stands for all types of two-wheel vehicle as defined in Article 1 of Directive 92/61/EEC.

Article 2

The procedure for the granting of component type-approval in respect of the stand for a type of two-wheel motor vehicle and the conditions governing the free movement of such vehicles shall be as laid down in Chapters II and III of Directive 92/61/EEC.

Article 3

Any amendments necessary to adapt the requirements of the Annexes to technical progress shall be adopted in accordance with the procedure laid down in Article 13 of Directive 70/156/EEC [5].

Article 4

1. Member States shall adopt and publish the provisions necessary to comply with this Directive not later than 14 December 1994. They shall forthwith inform the Commission thereof.

When the Member States adopt these provisions, they shall contain a reference to this Directive or shall be accompanied by such a reference on the occasion of their official publication. The methods of making such a reference shall be laid down by the Member States.

(1) OJ No L 225, 10. 8. 1992, p. 72.
(2) OJ No C 293, 9. 11. 1992, p. 23.
(3) OJ No C 337, 21. 12. 1992, p. 103 and OJ No C 150, 31. 5. 1993.
(4) OJ No C 73, 15. 3. 1993, p. 22.
(5) OJ No L 42, 23. 2. 1970, p. 1, as last amended by Directive 92/53/EEC (OJ No L 225, 10. 8. 1992, p. 1).

From the date mentioned in the first subparagraph Member States may not, for reasons connected with stands, prohibit the initial entry into service of vehicles which conform to this Directive.

They shall apply the provisions referred to in the first subparagraph as from 14 June 1995.

2. Member States shall communicate to the Commission the texts of the provisions of national law which they adopt in the field covered by this Directive.

Article 5

This Directive is addressed to the Member States.

Done at Luxembourg, 14 June 1993.

For the Council

The President

J. TRØJBORG

ANNEX

1. DEFINITIONS

For the purposes of this Directive:

1.1. 'stand' means a device that is firmly attached to the vehicle and is able to maintain the vehicle in its vertical (or almost vertical) parking position when left unattended by its driver;

1.2. 'prop stand' means a stand which, when extended or swung into the open position, supports the vehicle on one side only, while leaving both wheels in contact with the supporting surface;

1.3. 'centre stand' means a stand which, when swung into the open position supports the vehicle by providing one or several areas of contact between the vehicle and the supporting surface either side of the median longitudinal plane of the vehicle;

1.4. 'transverse tilt (tt)' means the gradient, expressed as a percentage, of the actual supporting surface, the intersection of the median longitudinal plane of the vehicle and the supporting surface being perpendicular to the line of maximum gradient (figure 1);

1.5. 'longitudinal tilt (lt)' means the gradient, expressed as a percentage, of the actual supporting surface, the median longitudinal plane of the vehicle being parallel to the line of maximum gradient (figure 2);

1.6. 'median longitudinal plane of the vehicle' means the longitudinal plane of symmetry of the rear wheel of the vehicle.

2. GENERAL

2.1. All two-wheel vehicles shall be fitted with at least one stand in order to keep them steady when stationary (e.g. when parked) but not held in a static position by a person or external means. Twin-wheel vehicles need not be fitted with stands but must meet the requirements set out in 6.2.2 when in a parking position (parking brake applied).

2.2. The stand must be of either a prop or a centre type, or both.

2.3. Where the stand swivels about the lower part of or below the vehicle the outer edge(s) of that stand must swing to the rear of the vehicle in order to attain the closed or travelling position.

3. GENERAL SPECIFICATIONS

3.1. **Prop stands**

3.1.1. Prop stands must:

3.1.1.1. be able to support the vehicle in such a way as to provide its lateral stability whether the vehicle is on a horizontal supporting surface or on a slope in order to prevent its leaning further too easily (and in so doing does not rotate about the point of support provided by the prop stand) or is moved too easily into a vertical position and beyond (and in so doing does not swing over to the side opposite the prop stand);

3.1.1.2. be able to support the vehicle in such a way as to maintain stability when the vehicle is parked on a slope in accordance with section 6.2.2;

3.1.1.3. be able to swing back automatically into the retracted or travelling position:

3.1.1.3.1. when the vehicle returns to its normal (vertical) driving position; or

3.1.1.3.2. when the vehicle moves forward as a result of deliberate action by the driver following the first contact of the prop stand with the ground;

3.1.1.4. notwithstanding the requirements set out in section 3.1.1.3, be designed and constructed in such a way that they do not close automatically if the angle of lean is altered unexpectedly (for example, if the vehicle is pushed lightly by a third party or by a gust of wind arising from the passage of a vehicle):

3.1.1.4.1. once in the extended or parking position;

3.1.1.4.2. the vehicle being leaned in order to bring the outer extremity of the prop stand into contact with the ground;

3.1.1.4.3. the vehicle being left unattended in its parking position.

3.1.2. The requirements set out in section 3.1.1.3 do not apply if the vehicle is designed in such a way that it cannot be propelled by its engine when the prop stand is extended.

3.2. **Centre stands**

3.2.1. Centre stands must:

3.2.1.1. be able to support the vehicle with either one or both wheels in contact with the supporting surface or without any of the wheels being in contact with that surface in such a way as to confer stability on that vehicle:

3.2.1.1.1. on a horizontal supporting surface;

3.2.1.1.2. in a leaning position;

3.2.1.1.3. on a slope in accordance with section 6.2.2;

3.2.1.2. be able to fold backwards automatically into its retracted or travelling position:

3.2.1.2.1. when the vehicle moves forward in such a way as to raise the centre stand from the supporting surface.

3.2.2. The requirements set out in section 3.2.1.2 do not apply if the vehicle is designed in such a way that it cannot be propelled by its engine when the centre stand is extended.

4. OTHER REQUIREMENTS

4.1. Moreover, vehicles may be fitted with a tell-tale that is clearly visible to the rider when seated in the driving position and which, when the ignition is switched on, lights up and remains so until the stand is in its retracted or travelling position.

4.2. All stands shall be provided with a retention system which holds them in the retracted or travelling position. That system may consist of either:

— two independent devices such as two separate springs or one spring and one retaining device such as a clip,

or

— a single device which must be able to operate without failing for at least

— 10 000 normal-use cycles if the vehicle has been fitted with two stands,

or

— 15 000 normal-use cycles if the vehicle is fitted with only one stand.

5. STABILITY TESTS

5.1. The following tests must be carried out in order to determine the capacity for holding the vehicle in a stable condition as specified in sections 3 and 4:

5.2. **State of the vehicle**

5.2.1. The vehicle must be submitted at its kerb mass.

5.2.2. The tyres must be inflated to a pressure recommended by their manufacturer for that state.

5.2.3. The transmission must be in neutral or, in the case of an automatic transmission, in the 'parking' position where such exists.

5.2.4. If the vehicle is fitted with a parking brake, it must be applied.

5.2.5. The steering shall be locked in position. If the steering is able to be locked when it is turned to either the left or the right the tests must be carried out in both positions.

5.3. **Test pad**

5.3.1. A flat, horizontal pad having a hard surface that is dry and free from grains of sand may be used for the tests referred to in section 6.1.

5.4. **Test equipment**

5.4.1. A parking platform must be used for the tests referred to in section 6.2.

5.4.2. The parking platform must have a rigid, flat, rectangular surface which is able to support the vehicle without perceptible flexing.

5.4.3. The surface of the parking platform must possess sufficient anti-skid properties to prevent the vehicle from sliding across the supporting surface during the tilt or lean tests.

5.4.4. The parking platform shall be designed in such a way as to be able to assume at least the transverse tilt (TT) and the longitudinal tilt (LT) required by section 6.2.2.

6. TEST PROCEDURES

6.1. **Stability on a horizontal supporting surface** (test for section 3.1.1.4).

6.1.1. With the vehicle on the test pad the prop stand is extended or moved into the parking position and the vehicle is brought to rest upon it.

6.1.2. The vehicle is moved in order to increase by three degrees the angle formed by the median longitudinal plane and the supporting surface (by moving the vehicle towards the vertical).

6.1.3. This movement must not cause the prop stand to return automatically to its retracted or travelling position.

6.2. Stability on an inclined surface (tests associated with sections 3.1.1.1, 3.1.1.2, 3.2.1.1.2, 3.2.1.1.3).

6.2.1. The vehicle is placed on the parking platform with the prop stand and, separately, the centre stand in the extended or parking position and the vehicle is allowed to rest on the stand.

6.2.2. The parking platform is shifted to its minimum transverse tilt (TT) and then to its minimum longitudinal tilt (LT) in accordance with the following table:

Tilt	Prop Stand		Centre Stand	
	Moped	Motorcycle	Moped	Motorcycle
tt	5 %	6 %	6 %	8 %
Downstream lt	5 %	6 %	6 %	8 %
Upstream lt	6 %	8 %	12 %	14 %

See figures 1a, 1b and 2 below.

6.2.3. Where a vehicle on an tilted parking platform rests on the centre stand and just one wheel and may be maintained in that position with the centre stand and either the front or the rear wheel in contact with the supporting surface, the tests described above must be conducted solely with the vehicle resting on the centre stand and rear wheel provided that the other requirements set out in this section are met.

6.2.4. The vehicle must remain stable when the parking platform is tilted by each of the required amounts and the above requirements have duly been met.

6.2.5. Alternatively the parking platform may be tilted by the required amounts before the vehicle is moved into position.

Figure 1a

Transverse tilt

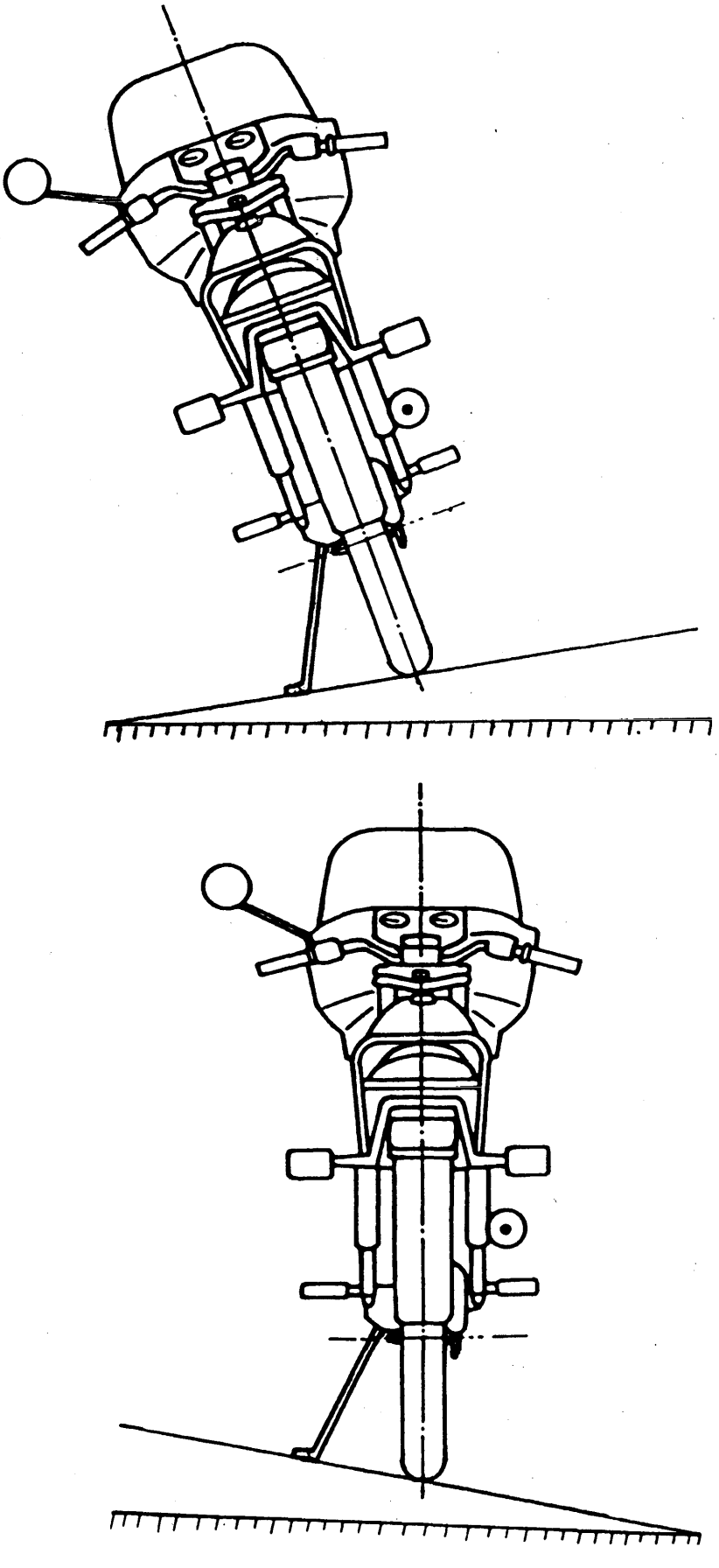


Figure 1b

Transverse tilt

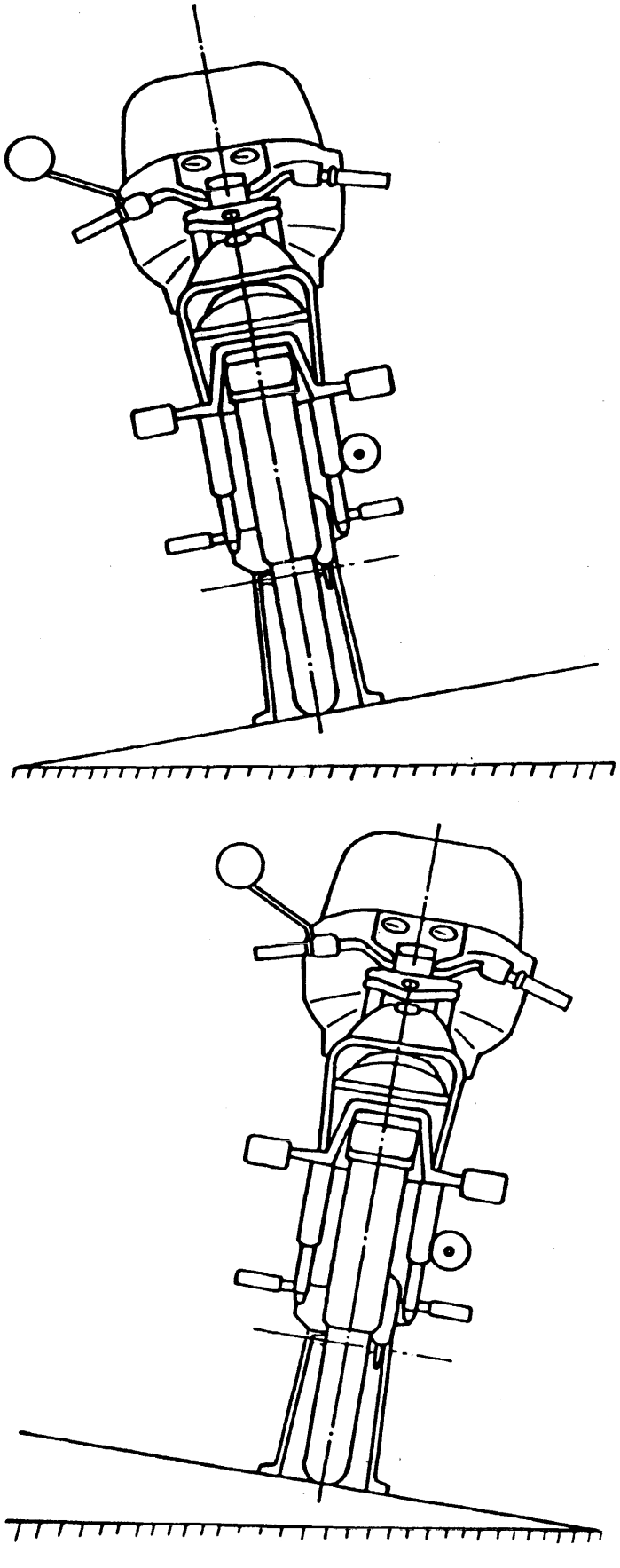
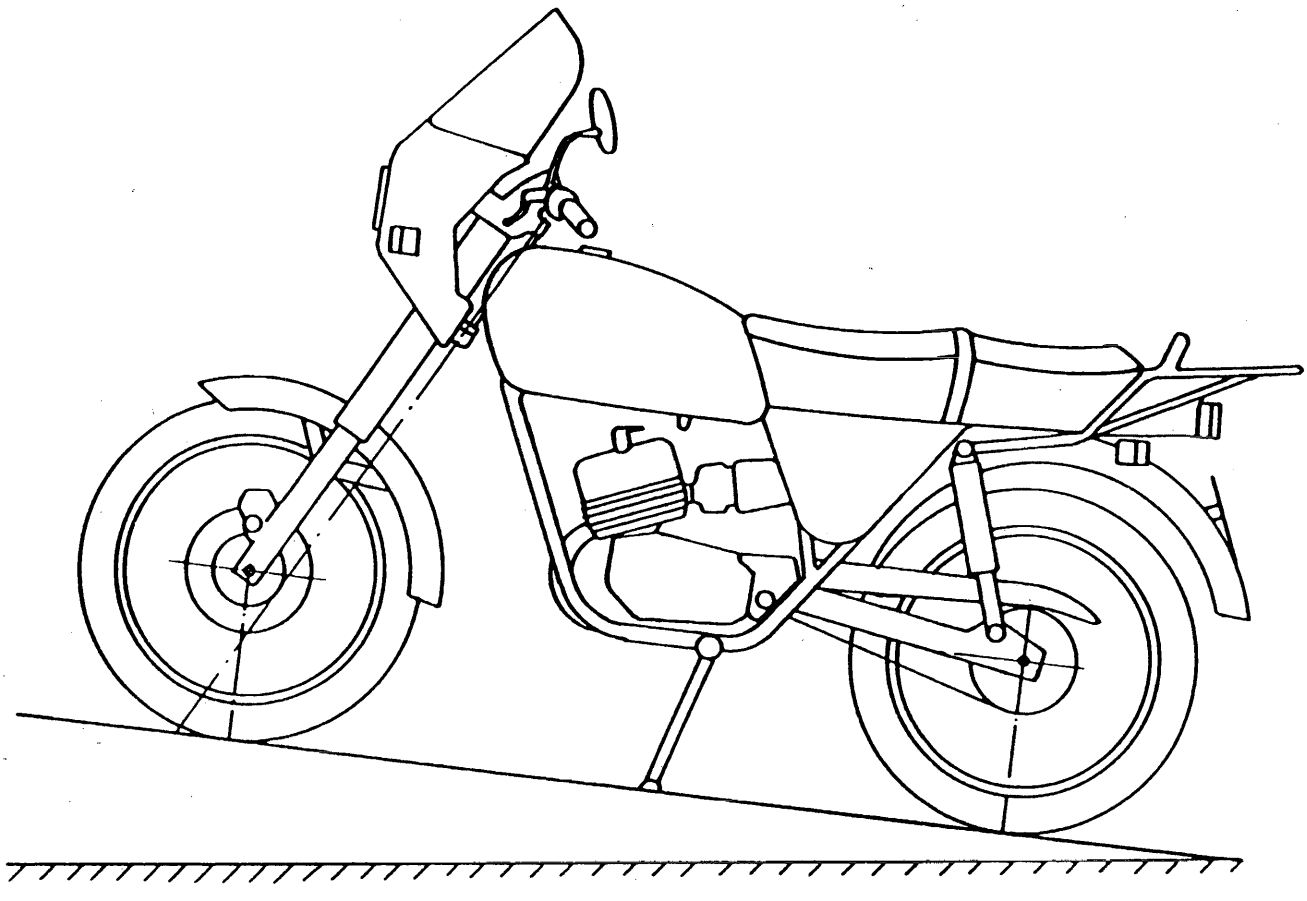
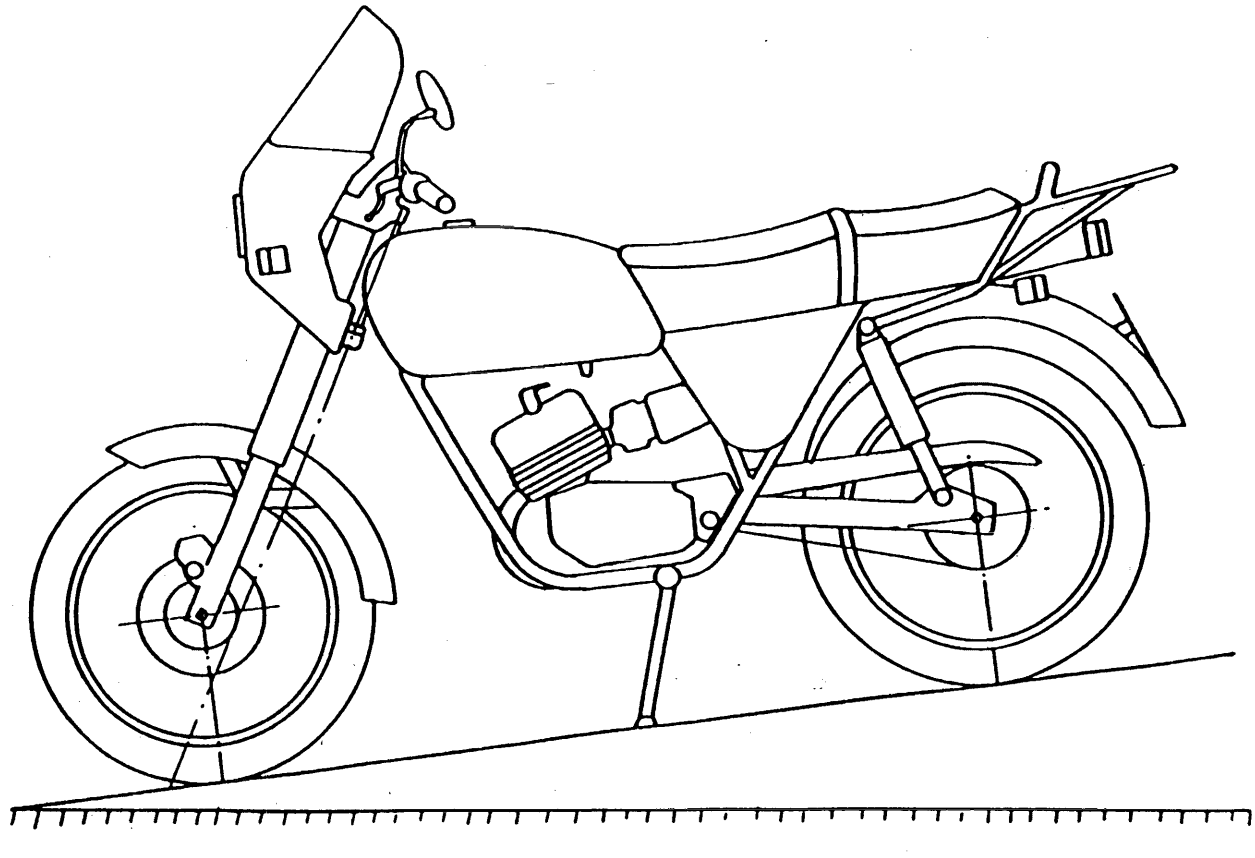


Figure 2

Longitudinal tilt upstream



Longitudinal tilt downstream



Appendix 1

Information document in respect of stands for a type of two-wheel motor vehicle

(to be attached to the application for component type-approval where this is submitted independently of the application for vehicle type-approval)

Order No (assigned by the applicant): .....

The application for component type-approval in respect of stands for a type of two-wheel motor vehicle must contain the information set out under the following points in Annex II to Council Directive 92/61/EEC

— Part A, sections:
  — 0.1
  — 0.2
  — 0.4 to 0.6
  — 2.1
  — 2.1.1;
— Part B, sections:
  — 1.3.1.

Appendix 2

Name of administration

Component type-approval certificate in respect of stands for a type of two-wheel motor vehicle

MODEL

Report No ..... by technical service ..... date .....

Component type-approval No: ..... Extension No: .....

1. Trade mark or name of vehicle: .....
2. Type of vehicle: .....
3. Name and address of manufacturer: .....
   .....
4. Name and address of manufacturer's representative (if any): .....
   .....
5. Date vehicle submitted for test: .....
6. Component type-approval granted/refused (1):
7. Place: .....
8. Date: .....
9. Signature: .....

---

(1) Delete as appropriate.

COUNCIL DIRECTIVE 93/32/EEC

of 14 June 1993

on passenger hand-holds on two-wheel motor vehicles

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 100a thereof,

Having regard to Council Directive 92/61/EEC of 30 June 1992 relating to the type-approval of two- or three-wheel motor vehicles [1],

Having regard to the proposal from the Commission [2],

In cooperation with the European Parliament [3]

Having regard to the opinion of the Economic and Social Committee [4],

Whereas the internal market comprises and area without internal frontiers in which the free movement of goods, persons, services and capital is ensured; whereas the measures required for that purpose need to be adopted;

Whereas, with regard to their passenger hand-holds, in each Member State two-wheel motor vehicles must display certain technical characteristics laid down by mandatory provisions which differ from one Member State to another; whereas, as a result of their differences, such provisions constitute a barrier to trade within the Community;

Whereas these obstacles to the operation of the internal market may be removed if the same requirements are adopted by all Member States in place of their national rules;

Whereas it is necessary to draw up harmonized requirements concerning passenger hand-holds on two-wheel motor vehicles in order to enable the type-approval and component type-approval procedures laid down in Directive 92/61/EEC to be applied for each type of such vehicle;

Whereas, given the scale and impact of the action proposed in the sector in question, the Community measures covered by this Directive are necessary, indeed essential, to achieve the aim in view, which is to establish Community vehicle type-approval; whereas that aim cannot be adequately achieved by the Member States individually,

HAS ADOPTED THIS DIRECTIVE:

Article 1

This Directive and its Annex apply to passenger hand-holds of all types of two-wheel vehicles as defined in Article 1 of Council Directive 92/61/EEC.

Article 2

The procedure for the granting of component type-approval in respect of passenger hand-holds on a type of two-wheel motor vehicle and the conditions governing the free movement of said vehicles shall be as laid down in Chapters II and III of Directive 92/61/EEC.

Article 3

Any amendments necessary to adapt the requirements of the Annexes to technical progress shall be adopted in accordance with the procedure laid down in Article 13 of Directive 70/156/EEC [5].

Article 4

1. Member States shall adopt and publish the provisions necessary to comply with this Directive not later than 14 December 1993. They shall forthwith inform the Commission thereof.

When the Member States adopt these provisions, they shall contain a reference to this Directive or shall be accompanied by such a reference on the occasion of their official publication. The methods of making such a reference shall be laid down by the Member States.

[1] OJ No L 225, 10. 8. 1992, p. 72.
[2] OJ No C 293, 9. 11. 1992, p. 49.
[3] OJ No C 337, 21. 12. 1992, p. 103 and OJ No C 150, 31. 5. 1993.
[4] OJ No C 73, 15. 3. 1993, p. 22.
[5] OJ No L 42, 23. 2. 1970, p. 1. Directive as last amended by Directive 92/53/EEC (OJ No L 225, 10. 8. 1992, p. 1).

From the date mentioned in the first subparagraph Member States may not, for reasons connected with the passenger hand-holds, prohibit the initial entry into service of vehicles which conform to this Directive.

They shall apply the provisions referred to in the first subparagraph as from 14 June 1995.

2. Member States shall communicate to the Commission the texts of the provisions of national law which they adopt in the field covered by this Directive.

Artikel 5

This Directive is addressed to the Member States.

Done at Luxembourg, 14 June 1993.

For the Council
The President
J. TRØJBORG

ANNEX

1. GENERAL REQUIREMENTS

Where provision is made for carriage of a passenger, the vehicle must be fitted with a passenger hand-hold system. That must take the form of a strap or a hand-grip or hand-grips.

1.1. **Strap**

The strap must be fitted to the seat in such a way that it may easily be used by the passenger. The strap and its attachment must be designed in such a way that they withstand, without snapping, a vertical traction force of 2 000 N applied statically to the centre of the surface of the strap at a maximum pressure of 2 MPa.

1.2. **Hand-grip**

If a hand-grip is used it must be close to the saddle and symmetrical to the median longitudinal plane of the vehicle.

This hand-grip must be designed in such a way that it is able to withstand, without snapping, a vertical traction force of 2 000 N applied statically to the centre of the surface of the hand-grip at a maximum presssure of 2 MPa.

If two hand-grips are used they must be fitted one on each side in a symmetrical manner.

These hand-grips must be designed in such a way that each is able to withstand, without snapping, a vertical traction force of 1 000 N applied statically to the centre of the surface of the hand grip at a maximum pressure of 1 MPa.

Appendix 1

Information document in respect of passenger hand-holds on a type of two-wheel motor vehicle

(to be attached to the application for component type-approval if this is submitted separately from the application for vehicle type-approval)

Order No (assigned by the applicant): .....

The application for component type-approval in respect of passenger hand-holds on a two-wheel motor vehicle must contain the information set out under the following points in Annex II to Council Directive 92/61/EEC:

— Part A, sections:

  — 0.1

  — 0.2

  — 0.4 to 0.6;

— Part B, sections:

  — 1.5 to 1.5.2.

Appendix 2

Name of administration

Component type-approval certificate in respect of restraint devices for passengers on a type of two-wheel motor vehicle

MODEL

Report No ..... by technical service ..... date .....

Component type-approval No: ..... Extension No: .....

1. Trade mark or name of vehicle: .....
2. Type of vehicle: .....
3. Manufacturer's name and address: .....

   .....
4. Name and address of manufacturer's representative (if any): .....

   .....
5. Date vehicle submitted for test: .....
6. Component type-approval granted/refused (1):
7. Place: .....
8. Date: .....
9. Signature: .....

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(1) Delete as appropriate.

COUNCIL DIRECTIVE 93/33/EEC

of 14 June 1993

on protective devices intended to prevent the unauthorized use of two- or three-wheel motor vehicles

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 100a thereof,

Having regard to Council Directive 92/61/EEC of 30 June 1992 relating to the type-approval of two- or three-wheel motor vehicles [1],

Having regard to the proposal from the Commission [2],

In cooperation with the European Parliament [3],

Having regard to the opinion of the Economic and Social Committee [4],

Whereas the internal market comprises an area without internal frontiers in which the free movement of goods, persons, services and capital is ensured; whereas measures necessary to that end should be adopted;

Whereas, with regard to their protective devices intended to prevent unauthorized use, in each Member State two- or three-wheel motor vehicles must display certain technical characteristics laid down by mandatory provisions which differ from one Member State to another; whereas, as a result of their differences, such provisions constitute a barrier to trade within the Community;

Whereas those obstacles to the establishment and operation of the internal market may be removed if the same requirements are adopted by all Member States in place of their national rules;

Whereas it is necessary to draw up harmonized requirements concerning the protective devices intended to prevent the unauthorized use of two- or three-wheel motor vehicles in order to enable the type-approval and component type-approval procedures laid down in Directive 92/61/EEC to be applied for each type of such vehicle;

Whereas, given the scale and impact of the action proposed in the sector in question, the Community measures covered by this Directive are necessary, indeed essential, to achieve the aim in view, which is to establish Community vehicle type-approval; whereas that aim cannot be adequately achieved by the Member States individually;

Whereas in order to facilitate access to the markets of non-Community countries it would seem necessary to establish equivalence between the requirements of this Directive and those of Regulation No 62 of the United Nations Economic Commission for Europe,

HAS ADOPTED THIS DIRECTIVE:

Article 1

This Directive and its Annexes apply to the protective devices intended to prevent the unauthorized use of all types of vehicle as defined in Article 1 of Directive 92/61/EEC.

Article 2

The procedure for the granting of component type-approval in respect of the protective device intended to prevent the unauthorized use of a type of two- or three-wheel motor vehicle and the conditions governing the free movement of such vehicles shall be as laid down in Chapters II and III of Directive 92/61/EEC.

Article 3

In accordance with Article 11 of Directive 92/61/EEC, equivalence between the requirements laid down in this Directive and those laid down in United Nations ECE Regulation No 62 (E/ECE/TRANS/505 — Add. 61 / Amend. 1) is hereby acknowledged.

The authorities of the Member States which grant component type-approval shall accept approvals granted in accordance with the requirements of the abovementioned Regulation No 62 as well as component type-approval marks as an alternative to the corresponding approvals granted in accordance with this Directive.

Article 4

This Directive may be amended in accordance with Article 13 of Directive 70/156/EEC [5] in order to:

— take into account any amendments to the United Nations ECE Regulation referred to in Article 3,

— adapt the Annexes to technical progress.

(1) OJ No L 225, 10. 8. 1992, p. 72.
(2) OJ No C 293, 9. 11. 1992, p. 32.
(3) OJ No C 337, 21. 12. 1992, p. 103 and OJ No C 176, 28. 6. 1993.
(4) OJ No C 73, 15. 3. 1993, p. 22.
(5) OJ No L 42, 23. 2. 1970, p. 1. Directive as last amended by Directive 92/53/EEC (OJ No L 225, 10. 8. 1992, p. 1).

Article 5

1. Member States shall adopt and publish the provisions necessary to comply with this Directive not later than 14 December 1994. They shall forthwith inform the Commission thereof.

When the Member States adopt these provisions, they shall contain a reference to this Directive or shall be accompanied by such a reference on the occasion of their official publication. The methods of making such a reference shall be laid down by the Member States.

From the date mentioned in the first subparagraph Member States may not, for reasons connected with the protective device intended to prevent unauthorized use, prohibit the initial entry into service of vehicles which conform to this Directive.

They shall apply the provisions referred to in the first subparagraph as from 14 June 1995.

2. Member States shall communicate to the Commission the texts of the provisions of national law which they adopt in the field governed by this Directive.

Article 6

This Directive is addressed to the Member States.

Done at Luxembourg, 14 June 1993.

For the Council
The President
J. TRØJBORG

ANNEX I

SCOPE — DEFINITIONS — GENERAL AND SPECIFIC REQUIREMENTS

1. SCOPE

1.1. This Directive applies to protective devices intended to prevent the unauthorized use of two-wheel motor vehicles with or without sidecar and three-wheel motor vehicles.

2. DEFINITIONS

2.1. For the purpose of this Directive:

2.2. 'component type-approval' means component type-approval in respect of protection against the unauthorized use of a type of vehicle;

2.3. 'type of vehicle' means motor vehicles not essentially differing from each other, and in particular with regard to the following aspects;

2.3.1. information concerning the type of vehicle provided by the manufacturer;

2.3.2. arrangement and form taken by the component or components of the vehicle on which the protective device acts;

2.3.3. type of protective device;

2.4. 'protective device' means a system intended to prevent the unauthorized use of the vehicle by positively locking the steering and/or transmission; that system may:

2.4.1. act solely and positively on the steering, (type-1 device);

2.4.2. act positively on the steering at the same time as the device which switches off the engine of the vehicle (type-2 device);

2.4.3. when preloaded, act on the steering at the same times as the device which switches off the engine of the vehicle (type-3 device);

2.4.4. act positively on the transmission (type-4 device);

2.5. 'steering device' means the steering control (handlebar or steering wheel), the steering head and any accessory fittings or other components having a direct incidence on the effectiveness of the protective device;

2.6. 'combination' means a variant intended and produced especially for this use of a locking system which, when properly actuated, enables said locking system to operate;

2.7. 'key' means any device designed and manufactured in order to actuate a locking system that itself has been designed and manufactured in order to be actuated solely by that device.

3. GENERAL REQUIREMENTS

3.1. All two- or three-wheel motor vehicles, with the exception of mopeds, must be fitted with a protective device intended to prevent unauthorized use which meets the requirements contained in this Directive. Where a device intended to prevent unauthorized use is fitted to a moped, it must meet the requirements contained in this Directive.

3.2. The protective device must be such that:

3.2.1. it is necessary to disable it in order to point, drive or move the vehicle straight ahead;

3.2.2. it is necessary, in the case of a type-4 protective device, to render it inoperative in order to release the transmission. If this device is actuated by the parking control it must act at the same time as the device which stops the engine of the vehicle;

3.2.3. the key can only be removed when the catch is fully engaged or withdrawn. It must be impossible to obtain any intermediate position of the key which may subsequently engage the bolt, even if the key for the protective device is introduced.

3.3. The requirements set out in section 3.2 must be met by manipulating a key just once.

3.4. The protective device referred to in section 3.1 and the parts that it controls within the vehicle shall be designed in such a way that it is impossible quickly and without attracting attention to open it, render it inoperative or destroy it, for example by using ordinary, cheap tools, equipment or instruments that are easy to conceal.

3.5. The protective device must form part of the vehicle's original equipment (i.e. it must be fitted by the manufacturer before initial retail sale). The lock must be attached firmly to the protective device. (If the lock can be extracted by using the key following removal of the cover or any other retaining device, this does not conflict with the requirement.)

3.6. The key locking system must incorporate at least 1 000 different combinations or a quantity equivalent to the number of vehicles built annually if that number is lower than 1 000. The frequency of a combination for a given type of vehicle must be roughly 1 per 1 000.

3.7. The key and lock code must not be visible.

3.8. The lock must be designed, manufactured and installed in such a way that it is not possible to turn the cylinder when it is in the locked position by applying a torque of less than 0,245 m daN with anything other than the appropriate key, and

3.8.1. if the cylinder is of the pin type, that there are no more of than two identical grooves operating in the same direction, adjacent and no more than 60 % of identical grooves, or

3.8.2. if the cylinder is of the disc type, that there are no more than two identical adjacent grooves operating in the same direction and no more than 50 % of identical slots.

3.9. The protective devices must be such that, when the vehicle is set in motion and the engine is turning there is no likelihood of accidental jamming which could, in particular, constitute a safety hazard.

3.10. If it is of type 1, 2 or 3, once it has been armed the protective device must, without any deterioration of the steering device that is likely to impair safety, be able to withstand the application in both directions and under static conditions of a torque of 20 m daN along the axis of the steering spindle.

3.11. If it is of type 1, 2 or 3 the protective device must be designed in such a way that the steering can only be locked at an angle of at least 20° to the left and/or right in relation to the straight-ahead position.

3.12. In a locked position, the protective device must, in the case of type-4 devices, where maximum torque of the traction motor is applied, prevent the rotation of the drive wheel.

4. SPECIFIC REQUIREMENTS

4.1. In addition to the general requirements set out in section 3 the protective device must also meet the specific requirements set out below:

4.1.1. it must not be possible in the case of type-1 or type-2 protective devices to actuate the lock other than by the motion of the key, the steering device as defined in section 2.5 being in the appropriate position for engagement of the catch in the corresponding slot;

4.1.2. in the case of type-3 protective devices it must not be possible to preload the catch via action on the part of the vehicle user combined or added to a turning of the key. Apart from the conditions provided for in section 3.2.3 it shall not be possible to remove the key once the catch has been preloaded;

4.2. it must not be possible to engage the catch in type-2 and type-3 protective devices if the device is in a position enabling the engine of the vehicle to be started;

4.3. where a type-3 protective device is armed it must not be possible to prevent said device from operating;

4.4. type-3 protective devices must remain in a good operating state and in particular must continue to meet the requirements set out in sections 3.8, 3.9, 3.10 and 4.3 after being subjected to 2 500 locking cycles in each direction in the test specified in Annex II.

ANNEX II

WEAR TEST ON TYPE 3 PROTECTIVE DEVICES

1. TEST EQUIPMENT

1.1. The test equipment consists of:

1.1.1. a rig on which the sample of a steering unit fitted with a protective device as defined in section 2.4 in Annex I may be mounted;

1.1.2. a system for actuating and releasing the device, including the use of the key;

1.1.3. a system designed to rotate the steering spindle in relation to the protective device.

2. TEST METHOD

2.1. A sample of the steering unit fitted with the protective device is mounted on the rig referred to in section 1.1.1.

2.2. A test cycle then involves the following operations:

2.2.1. *starting position:*
the protective device is deactivated and the steering spindle placed in a position preventing activation of the protective device;

2.2.2. *arming:*
the protective device is armed by turning the key;

2.2.3. *activation:*
the steering spindle is turned in such a way that the torque applied to it when the protective device is armed is 5,88 Nm ± 0,25;

2.2.4. *deactivation:*
the protective device is deactivated by the normal means, the torque being reduced to 0 in order to ease deactivation;

2.2.5. *return position:*
the steering spindle is turned until it reaches a position which does not permit engagement of the protective device;

2.2.6. *rotation in the opposite direction:*
the operations referred to in Items 2.2.2, 2.2.3, 2.2.4 and 2.2.5 are repeated, but in the opposite direction of rotation of the steering spindle;

2.2.7. the interval between two successive activations of the device shall be at least 10 seconds;

2.3. the wear cycle is repeated the number of times provided for in section 4.4 of Annex I.

ANNEX III

Appendix 1

Information document in respect of protective devices intended to prevent the unauthorized use of a type of two- or three-wheel motor vehicle

(to be attached to the application for component type-approval if this is submitted separately from the application for vehicle type-approval)

Order No (assigned by the applicant): .....

The application for the component type-approval of protective devices intended to prevent the unauthorized use of a type of two or three-wheel motor vehicle shall contain the information set out in Annex II to Directive 92/61/EEC, Part A, sections:

— 0.1

— 0.2

— 0.4 to 0.6

— 9.4.1

— 9.4.2 and, where it is:

  — a type 1 device, sections 6.1 and 6.1.1,

  — a type 2 or 3 device, sections 3.2.5 to 3.2.6.2, 6.1 and 6.1.1,

  — a type 4 device, sections 4.1 to 4.4.2.

Appendix 2

Name of administration

Component type-approval certificate in respect of a protective device intended to prevent the unauthorized use of a type of two- or three-wheel motor vehicle

MODEL

Report No ..... by technical service ..... date .....

Component type-approval No: ..... Extension No: .....

1. Trade mark or name of vehicle: .....
2. Type of vehicle: .....
3. Manufacturer's name and address: .....
   .....
4. Name and address of manufacturer's representative (if any): .....
   .....
5. Date vehicle submitted for test: .....
6. Component type-approval granted/refused (1):
7. Place: .....
8. Date: .....
9. Signature: .....

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(1) Delete as appropriate.

COUNCIL DIRECTIVE 93/34/EEC

of 14 June 1993

on statutory markings for two- or three-wheel motor vehicles

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard of the Treaty establishing the European Community, and in particular Article 100a thereof,

Having regard to Council Directive 92/61/EEC of 30 June 1992 relating to the type-approval of two- or three-wheel motor vehicles [1],

Having regard to the proposal from the Commission [2],

In cooperation with the Euroepan Parliament [3],

Having regard to the opinion of the Economic and Social Committee [4],

Whereas the internal market comprises an area without internal frontiers in which the free movement of goods, persons, services and capital is ensured; whereas measures necessary to that end should be adopted;

Whereas, with regard to their statutory markings, in each Member State two- or three-wheel motor vehicles must display certain technical characteristics laid down by mandatory provisions which differ from one Member State to another; whereas, as a result of their differences, such provisions constitute a barrier to trade within the Community;

Whereas those obstacles to the establishment and operation of the internal market may be removed if the same requirements are adopted by all Member States in place of their national rules;

Whereas it is necessary to draw up harmonized requirements concerning statutory markings for two- or three-wheel motor vehicles in order to enable the type-approval and component type-approval procedures laid down in Directive 92/61/EEC to be applied for each type of such vehicle;

Whereas, given the scale and impact of the action proposed in the sector in question, the Community measures covered by this Directive are necessary, indeed essential, to achieve the aim in view, which is to establish Community vehicle type-approval; whereas that aim cannot be adequately achieved by the Member States individually;

Whereas, with regard to the statutory markings applicable to two- or three-wheel motor vehicles, this Directive does not prevent certain Member States from retaining, on a non-discriminatory basis, specific mandatory provisions for the purposes of applying traffic regulations, provided that such specific requirements concern the use of these vehicles and do not involve any modifications in their construction likely to create an obstacle to Community type-approval of this type of vehicle,

HAS ADOPTED THIS DIRECTIVE:

Article 1

This Directive applies to the statutory markings for all types of vehicles as defined in Article 1 of Directive 92/61/EEC.

Article 2

The procedure for the granting of component type-approval in respect of the statutory markings for a type of two- or three-wheel motor vehicle and the conditions governing the free movement of such vehicles shall be as laid down in Chapters II and III of Directive 92/61/EEC.

Article 3

Any amendments necessary to adapt the requirements of the Annexes to technical progress shall be adopted in accordance with the procedure laid down in Article 13 of Directive 70/156/EEC [5].

Article 4

1. Member States shall adopt and publish the provisions necessary to comply with this Directive not later than 14 December 1994. They shall forthwith inform the Commission thereof.

When the Member States adopt these provisions, they shall contain a reference to this Directive or shall be accompanied by such a reference on the occasion of their official publication. The methods of making such a reference shall be laid down by the Member States.

From the date mentioned in the first subparagraph Member States may not, for reasons connected with

[1] OJ No L 225, 10. 8. 1992, p. 72.
[2] OJ No C 293, 9. 11. 1992, p. 43.
[3] OJ No C 337, 21. 12. 1992, p. 103 and OJ No C 176, 28. 6. 1993.
[4] OJ No C 73, 15. 3. 1993, p. 22.
[5] OJ No L 42, 23. 2. 1970, p. 1; Directive as last amended by Directive 92/53/EEC (OJ No L 225, 10. 8. 1992, p. 1).

statutory markings, prohibit the initial entry into service of vehicles which conform to this Directive.

They shall apply the provisions referred to in the first subparagraph as from 14 June 1995.

2. Member States shall communicate to the Commission the texts of the provisions of national law which they adopt in the field governed by this Directive.

Article 5

This Directive is addressed to the Member States.

Done at Luxembourg, 14 June 1993.

For the Council
The President
J. TRØJBORG

ANNEX

REQUIREMENTS CONCERNING STATUTORY MARKINGS FOR TWO- OR THREE-WHEEL MOTOR VEHICLES

1. GENERAL

1.1. All vehicles must receive a plate and markings as described below. That plate and those markings must be affixed by the manufacturer or his authorized representative.

2. MANUFACTURER'S DATA PLATE

2.1. A manufacturer's data plate, a model of which is shown in Appendix 1 must be firmly attached, at an easily accessible point, to a part which is normally not likely to be replaced during use; it must be easily legible and contain the following information in an indelible form, in the following order:

2.1.1. name of manufacturer;

2.1.2. type-approval mark as described in Article 8 of Council Directive 92/61/EEC of 30 June 1992 on the type-approval of two- or three-wheel motor vehicles;

2.1.3. the vehicle identification number (VIN);

2.1.4. the static sound level: . . . dB(A) at . . . rev/min.

2.2. The type-approval mark as required by section 2.1.2., the static sound level value and the number of rev/minute as required by section 2.1.4. are not included in the component type-approval of statutory markings. However, those pieces of information must be attached to all vehicles manufactured in conformity with the type that has been approved.

2.3. Manufacturers may affix additional information below or to one side of the mandatory markings, outside a clearly marked rectangle which contains only the information required by sections 2.1.1. to 2.1.4. (see Appendix 1).

3. VEHICLE IDENTIFICATION NUMBER

The vehicle identification number consists of a structured combination of characters assigned to each vehicle by their manufacturer. Its purpose is to enable any vehicle to be identified unambiguously via its manufacturer — without any need for any other information — for a period of 30 years. The identification must meet the following requirements:

3.1. the vehicle identification number must be entered on the manufacturer's data plate. It must also be hammered or punched in such a way as to avoid obliteration or change on the chassis or frame at a point such that it can easily be accessible, and it must be situated on the right half of the vehicle;

3.1.1. the vehicle identification number must be in three parts as indicated hereafter:

3.1.1.1. the first part consists of a code assigned to the vehicle manufacturer enabling that person to be identified. The code shall consist of three characters (letters or digits) issued by the competent authorities in the country in which the manufacturer has his registered address in line with the practice of the international agency acting on the authorization of the International Organization for Standardization (ISO). The first character designates a geographical area, the second a country within a geographical area and the third character a particular manufacturer. Where the manufacturer produces less than 500 vehicles per year the third character is always a 9. In order to identify that manufacturer the authority referred to above shall also issue the third, fourth and fifth characters of the third part;

3.1.1.2. the second part consists of six characters (letters or digits) for the purpose of describing the general characteristics of the vehicle (type, variant and version); each characteristic may be represented by two characters. If its manufacturer does not use one or more of those characters the unused spaces must be filled by alphabetical or numerical characters, the choice being left to the manufacturer;

3.1.1.3. the third part consists of eight characters, the last four of which are required to be numerical and, in combination with the two other parts, must enable a particular vehicle to be clearly identified. Any unused position must be filled by a 0 in order to obtain the requisite total number of characters;

3.1.2. the vehicle identification number must, wherever possible, occupy a single line. By way of an exception and for technical reasons it may also occupy two lines. However, in this case there must be no breaks within any of the three parts;

the beginning and end of each line must be marked by a symbol which is neither an Arabic numeral nor a capital Latin letter, nor must it be possible to confuse this with any such character. An exemption may be granted if the number is entered on a single line on the manufacturer's data plate. The introduction of said symbol within a line between the three parts (section 3.1.1) is also authorized;

There must be no spaces between the characters.

4. CHARACTERS

4.1. Latin letters and Arabic numerals must be used for all of the markings provided for in sections 2 and 3. However, the Latin letters used for the information provided for in sections 2.1.1, 2.1.3 and 3 must be capital letters.

4.2. In the vehicle identification number:

4.2.1. letters I, O and Q, or dashes, asterisks or other specific signs are prohibited;

4.2.2. letters and figures shall have the following minimum heights:

4.2.2.1. 4 mm in the case of characters entered directly on the chassis or frame or any other similar vehicle structure;

4.2.2.2. 3 mm in the case of characters entered on the manufacturer's data plate.

Appendix 1

Example of manufacturer's data plate

The example below in no way affects the information actually set out on manufacturer's data plates, nor the dimensions of the plate itself, the figures or letters. It is given solely by way of an example.

The additional information referred to in section 2.3 may be entered below or on one side of the information required in the following rectangle.

STELLA FABBRICA MOTOCICLI
e3 5364
3 G S K L M 3 A C 8 B 1 2 0 0 0 0
80 dB (A) — 3 750 t/m

Legend:

In the above example of a plate the vehicle concerned has been made by 'Stella Fabbrica Motocicli' and type-approved in Italy (e3), under number 5364.

The identification number (3GSKLM3AC8B120000) gives the following information:

— first part (3GS):
  — 3: geographical area (Europe);
  — G: country within the geographical area (Germany);
  — S: manufacturer (Stella Fabbrica Motocicli);

— second part (KLM3AC):
  — KL: type of vehicle;
  — M3: variant (vehicle bodywork);
  — AC: version (vehicle engine);

— third part (8B120000):
  — 8B12: identification of the vehicle and combination of the two other parts of the identification number;
  — 0000: unused positions that have been filled by a 0 in order to make up the total number of characters required.

The static sound level is 80 dB(A) at 3 750 rev/min.

Appendix 2

Information document in respect of statutory markings for a type of two or three-wheel motor vehicle

(to be attached to the application for component type-approval where this is submitted separately from the application for vehicle type-approval)

Order No (assigned by the applicant): .....

The application for component type-approval in respect of statutory markings for a type of two or three-wheel motor vehicle shall contain the information set out in Annex II to Directive 92/61/EEC; Part A, sections:

— 0.1

— 0.2

— 0.4 to 0.6

— 9.3.1 to 9.3.3.

Appendix 3

Name of administration

Component type-approval certificate in respect of statutory markings for a type of two- or three-wheel motor vehicles

MODEL

Report No ..... by technical service ..... date .....

Component type-approval No: ..... Extension No: .....

1. Trade mark or name of vehicle: .....
2. Type of vehicle: .....
3. Manufacturer's name and address: .....
   .....
4. Name and address of manufacturer's representatives (if any): .....
   .....
5. Date vehicle submitted for test: .....
6. Component type-approval granted/refused (1):
7. Place: .....
8. Date: .....
9. Signature: .....

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(1) Delete as appropriate.