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## Legislation

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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.

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## I

(Acts whose publication is obligatory)

**DIRECTIVE 2000/30/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL**

**of 6 June 2000**

**on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Community**

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 71(1)(c) and (d) thereof,

Having regard to the proposal from the Commission<sup>(1)</sup>,

Having regard to the opinion of the Economic and Social Committee<sup>(2)</sup>,

After consulting the Committee of the Regions,

Acting in accordance with the procedure laid down in Article 251 of the Treaty<sup>(3)</sup>,

Whereas:

- (1) The growth of traffic presents all Member States with safety and environmental problems of a similar nature and seriousness.
- (2) It is in the interest of road safety, environmental protection and equitable competition that commercial vehicles should be used only if they are maintained to a high degree of technical roadworthiness.

<sup>(1)</sup> OJ C 190, 18.6.1998, p. 10, and OJ C 116E, 26.4.2000, p. 7.

<sup>(2)</sup> OJ C 407, 28.12.1998, p. 112.

<sup>(3)</sup> Opinion of the European Parliament of 9 February 1999, (OJ C 150, 28.5.1999, p. 27), Council Common Position of 2 December 1999 and Decision of the European Parliament of 14 March 2000 (not yet published in the Official Journal). Council Decision of 13 April 2000.

(3) In accordance with Directive 96/96/EC of 20 December 1996 on the approximation of the laws of the Member States relating to roadworthiness tests for motor vehicles and their trailers<sup>(4)</sup>, commercial vehicles undergo an inspection by an authorised body every year.

(4) Article 4 of Directive 94/12/EC<sup>(5)</sup> provides for a multi-directional approach to the cost/effectiveness aspects of the measures intended to reduce the pollution caused by road transport; whereas the European 'Auto-oil I' programme incorporated that approach and gave an objective assessment of all the most profitable measures in the fields of vehicle technology, fuel quality, monitoring and maintenance as well as non-technical measures, in order to reduce emissions by road transport.

(5) In view of that approach, the European Parliament and the Council adopted Directive 98/70/EC<sup>(6)</sup>, intended to improve fuel quality and, with a view to laying down stricter emission standards, Directive 98/69/EC<sup>(7)</sup>, for private motor cars and light commercial vehicles and Directive 1999/96/EC<sup>(8)</sup> for heavy goods vehicles.

<sup>(4)</sup> OJ L 46, 17.2.1997, p. 1. Directive as amended by Commission Directive 1999/52/EC (OJ L 142, 5.6.1999, p. 26).

<sup>(5)</sup> Directive 94/12/EC of the European Parliament and of the Council of 23 March 1994 relating to measures to be taken against air pollution by emissions from motor vehicles and amending Directive 70/220/EEC (OJ L 100, 19.4.1994, p. 42).

<sup>(6)</sup> Directive 98/70/EC of the European Parliament and of the Council of 13 October 1998 relating to the quality of petrol and diesel fuels and amending Council Directive 93/12/EEC (OJ L 350, 28.12.1998, p. 58).

<sup>(7)</sup> Directive 98/69/EC of the European Parliament and of the Council of 13 October 1998 relating to measures to be taken against air pollution by emissions from motor vehicles and amending Council Directive 70/220/EEC (OJ L 350, 28.12.1998, p. 1).

<sup>(8)</sup> Directive 1999/96/EC of the European Parliament and of the Council of 13 December 1999 on the approximation of the laws of the Member States relating to measures to be taken against the emission of gaseous and particulate pollutants from compression ignition engines for use in vehicles, and the emission of gaseous pollutants from positive ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles and amending Council Directive 88/77/EEC (OJ L 44, 16.2.2000, p. 1).

- (6) This Directive forms part of the same approach, but it would appear to be more effective from the point of view of environmental protection not at this stage to tighten the standards laid down for roadworthiness tests in Directive 96/96/EC but to provide for technical roadside inspections in order to ensure application of that Directive throughout the year.
- (7) The regulated annual roadworthiness test is in fact considered not to be sufficient to guarantee that commercial vehicles tested are in roadworthy condition throughout the year.
- (8) Effective enforcement through targeted additional technical roadside inspection is an important cost-effective measure to control the standard of maintenance of commercial vehicles on the road.
- (9) Roadside roadworthiness inspections should be carried out without discrimination on grounds of the nationality of the driver or of the country of registration or entry into service of the commercial vehicle.
- (10) The method of inspection selection should be based on a targeted approach, giving greatest effort to identifying vehicles that seem most likely to be poorly maintained and thereby enhancing the authorities' operational effectiveness and minimising the costs and delays to drivers and operators.
- (11) In the event of serious deficiencies in a vehicle inspected it must be possible to ask the competent authorities of the Member State in which the vehicle is registered or in which the vehicle was brought into service to take appropriate measures and inform the requesting Member State of any follow-up measures taken.
- (12) The measures necessary for implementing this Directive shall be adopted in accordance with Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission<sup>(1)</sup>.
- (13) In accordance with the subsidiarity and proportionality principles as set out in Article 5 of the Treaty, the objectives of the proposed action, namely to establish a regime of roadside inspections of commercial vehicles circulating in the Community, cannot be sufficiently achieved by the Member States and can, therefore, by reason of the scale of the action be better achieved by

the Community; this Directive does not go beyond what is necessary for that purpose,

HAVE ADOPTED THIS DIRECTIVE:

#### Article 1

1. In order to improve road safety and the environment, the purpose of this Directive shall be to ensure that commercial vehicles circulating within the territories of the Member States of the Community comply more fully with certain technical conditions imposed by Directive 96/96/EC.
2. This Directive establishes certain conditions for roadside inspections of the roadworthiness of commercial vehicles circulating within the territory of the Community.
3. Without prejudice to Community regulations, this Directive shall not, however, affect the Member States' right to carry out inspections not covered by this Directive or to check other aspects of road transport, in particular those relating to commercial vehicles. On the other hand, there is nothing to prevent a Member State, in the context of inspections not covered by the scope of this Directive, from checking the items listed in Annex I in places other than on the public highway.

#### Article 2

For the purposes of this Directive:

- (a) 'commercial vehicle' shall mean those motor vehicles and trailers defined in categories 1, 2 and 3 of Annex I to Directive 96/96/EC;
- (b) 'technical roadside inspection' shall mean an inspection of a technical nature, not announced by the authorities and therefore unexpected, of a commercial vehicle circulating within the territory of a Member State carried out on the public highway by the authorities, or under their supervision;
- (c) 'roadworthiness test' shall mean a test of a vehicle's technical roadworthiness as provided for in Annex II to Directive 96/96/EC.

#### Article 3

1. Each Member State shall introduce technical roadside inspections such as will achieve the objectives stated in Article

<sup>(1)</sup> OJ L 184, 17.7.1999, p. 23.

1 as regards commercial vehicles covered by this Directive, bearing in mind the national arrangements applicable to such vehicles under Directive 96/96/EC.

2. Every technical roadside inspection shall be carried out without discrimination on grounds of the nationality of the driver or of the country of registration or entry into service of the commercial vehicle, bearing in mind the need to minimise the costs and delays entailed for drivers and operators.

#### Article 4

1. A technical roadside inspection shall comprise one, two or all of the following aspects:

- (a) a visual assessment of the maintenance condition of the commercial vehicle when stationary;
- (b) a check on a recent roadside technical inspection report as referred to in Article 5 or on the documentation attesting to the vehicle's technical roadworthiness and in particular, in the case of a vehicle registered or put into service in a Member State, proof that the commercial vehicle has undergone a statutory technical roadworthiness test in accordance with Directive 96/96/EC;
- (c) an inspection for irregularities covering one, more than one or all of the items to be checked listed in Annex I, point 10.

2. An inspection of the braking systems and exhaust emissions shall be carried out in accordance with the rules laid down in Annex II.

3. Before carrying out an inspection of the items listed in Annex I, point 10, the inspector shall take into consideration the last roadworthiness certificate and/or a recent technical roadside inspection report which the driver may produce.

The inspector may also take into consideration any other safety certificate issued by an approved body, presented, where appropriate, by the driver.

Where these certificates and/or report prove that an inspection of one of the items listed in Annex I, point 10, has been carried out in the course of the preceding three months, that item shall not be checked again, except where justified in particular on the grounds of an obvious defect and/or irregularity.

#### Article 5

1. The technical roadside inspection report relating to the inspection referred to in Article 4(1)(c) shall be drawn up by the authority or inspector having carried it out. A specimen report is contained in Annex I, point 10 of which contains a checklist. The authority or inspector must tick the relevant boxes. The report must be given to the driver of the commercial vehicle.

2. If the authority or the inspector considers that deficiencies in the maintenance of a commercial vehicle may represent a safety risk such that, as regards the brakes in particular, further examination is justified, the commercial vehicle may be subjected to a more elaborate test at a testing centre in the vicinity, designated by the Member State, in accordance with Article 2 of Directive 96/96/EC.

If it becomes clear that a commercial vehicle presents a serious risk to its occupants or other road users either during the roadside inspection referred to in Article 4(1) or during the more elaborate test referred to in the first subparagraph of this paragraph, use of that vehicle may be prohibited until the dangerous deficiencies discovered have been rectified.

#### Article 6

Every two years, before 31 March, Member States shall communicate to the Commission the data collected relating to the previous two years concerning the number of commercial vehicles checked, classified by category in accordance with Annex I, point 6 and by the country of registration, and the items checked and defects noted, on the basis of Annex I, point 10.

The first data submitted shall cover a period of two years beginning on 1 January 2003.

The Commission shall forward this information to the European Parliament.

#### Article 7

1. Member States shall assist one another in applying this Directive. In particular, they shall provide each other with details of the office(s) responsible for carrying out the checks and of the names of contact persons.

2. Serious deficiencies in a commercial vehicle belonging to a non-resident, in particular those resulting in a ban on using the vehicle, shall be reported to the competent authorities of the Member State in which the vehicle is registered or has been put into service by means of the specimen report in

Annex I, without prejudice to the prosecution in accordance with the legislation in force in the Member States in which the deficiency was recorded.

Without prejudice to Article 5, the competent authorities of the Member State in which a serious deficiency has been found in a commercial vehicle belonging to a non-resident may ask the competent authorities of the Member State in which the vehicle is registered or has been put into service to take appropriate measures with regard to the offender, for example submitting the vehicle to a further roadworthiness inspection.

The competent authorities to which such a request is made shall notify the competent authorities of the Member State in which the deficiencies of the commercial vehicle were found of any measures taken with regard to the offender.

#### Article 8

Any amendments which are necessary to adapt Annex I or the technical standards defined in Annex II to technical progress shall be adopted in accordance with the procedure laid down in Article 9(2).

Such amendments must not, however, result in the scope of this Directive being extended.

#### Article 9

1. The Commission shall be assisted by the Committee on the Adaptation to Technical Progress set up pursuant to Article 8 of Directive 96/96/EC, hereinafter referred to as 'the Committee'.

2. Where reference is made to this paragraph, Articles 5 and 7 of Decision 1999/468/EC shall apply, in compliance with the provisions of Article 8 thereof.

The period provided for in Article 5(6) of Decision 1999/468/EC shall be laid down as three months.

3. The Committee shall adopt its rules of procedure.

#### Article 10

Member States shall draw up arrangements for the penalties applicable where a driver or operator fails to abide by the technical requirements verified on the basis of this Directive.

They shall take all necessary measures to ensure that these penalties are enforced. The penalties thus provided for shall be effective, proportionate and dissuasive.

#### Article 11

Within a year of receiving the data referred to in Article 6 from the Member States, the Commission shall submit to the Council a report on the application of this Directive together with a summary of the results achieved.

The first report shall cover the period of two years beginning on 1 January 2003.

#### Article 12

1. The Member States shall bring into force the laws, regulations and administrative provisions necessary for them to comply with this Directive no later than 6 June 2002. They shall forthwith inform the Commission thereof.

2. When the Member States adopt those measures they shall include references to this Directive or shall add such references on their official publication. The Member States shall lay down the manner in which such references shall be made.

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

#### Article 13

This Directive shall enter into force on the day of its publication in the *Official Journal of the European Communities*.

#### Article 14

This Directive is addressed to the Member States.

Done at Luxembourg, 6 June 2000.

For the European Parliament

The President

N. FONTAINE

For the Council

The President

E. FERRO RODRIGUES

## ANNEX I

## SPECIMEN TECHNICAL ROADSIDE INSPECTION REPORT INCORPORATING A CHECKLIST

(Directive 2000/30/EC)

1. Place of check .....
2. Date .....
3. Time .....
4. Vehicle nationality mark and registration number .....
5. Trailer/semi-trailer nationality mark and registration number .....
6. Class of vehicle .....
 

<p>(a) <input type="checkbox"/> Light goods vehicle (3,5 to 12 t)<sup>(1)</sup></p> <p>(b) <input type="checkbox"/> Trailer<sup>(2)</sup></p> <p>(c) <input type="checkbox"/> Road train<sup>(3)</sup></p> <p>(d) <input type="checkbox"/> Bus or coach<sup>(4)</sup></p>	<p>(e) <input type="checkbox"/> Lorry (more than 12 t)<sup>(5)</sup></p> <p>(f) <input type="checkbox"/> Semi-trailer<sup>(6)</sup></p> <p>(g) <input type="checkbox"/> Articulated vehicle<sup>(7)</sup></p>
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7. Undertaking carrying out transport/address .....
8. Nationality .....
9. Driver .....

<sup>(1)</sup> Motor vehicles with at least four wheels and used for the carriage of goods and having a maximum mass exceeding 3,5 t but not exceeding 12 t (category N2).

<sup>(2)</sup> Any vehicle intended to be coupled to a motor vehicle, with the exception of semi-trailers, which because of its design and equipment is used for the carriage of goods; trailers of a maximum mass exceeding 3,5 t but not exceeding 10 t (category O3); trailers of a maximum mass exceeding 10 t (category O4).

<sup>(3)</sup> Motor vehicle intended for the carriage of goods, with a maximum mass exceeding 3,5 t (categories N2 and N3) coupled to a trailer (categories O3 and O4).

<sup>(4)</sup> Motor vehicle with at least four wheels used for the carriage of passengers, comprising more than eight seats in addition to the driver's seat (categories M2 and M3).

<sup>(5)</sup> Motor vehicles with at least four wheels used for the carriage of goods and having a maximum mass exceeding 12 t (category N3).

<sup>(6)</sup> Any vehicle intended to be coupled to a motor vehicle in such a way that part of the semi-trailer rests on the motor vehicle and a substantial part of its weight or of the weight of its load is supported by that vehicle and which, because of its design and equipment, is used for the carriage of goods (categories O3 and O4).

<sup>(7)</sup> Towing vehicle coupled to a semi-trailer.

## 10. Checklist:

	checked	not checked	failed
(a) braking system and components <sup>(1)</sup>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) exhaust system <sup>(1)</sup>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) smoke opacity (diesel) <sup>(1)</sup>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) gaseous emissions (petrol, natural gas or liquefied petroleum gas (LPG)) <sup>(1)</sup>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e) steering linkages	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(f) lamps, lighting and signalling devices	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(g) wheels/tyres	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(h) suspension (visible defects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(i) chassis (visible defects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(j) tachograph (installation)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(k) speed limiting device (installation)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(l) evidence of fuel and/or oil spillage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 11. Result of inspection:

Ban on using the vehicle, which has serious defects

## 12. Miscellaneous/remarks

## 13. Authority/officer or inspector having carried out the inspection

Signature of testing authority/agent or inspector

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<sup>(1)</sup> These items shall be subject to specific tests and/or checks as laid down in Annex II to Directive 2000/30/EC.

## ANNEX II

**RULES FOR TESTING AND/OR CHECKING BRAKING SYSTEMS AND EXHAUST EMISSIONS****1. Specific conditions concerning brakes**

It is required that every part of the braking system and its means of operation be maintained in good and efficient working order and be properly adjusted.

The vehicle's brakes must fulfil the following braking functions:

- (a) for motor vehicles and their trailers and semi-trailers, a service brake capable of slowing down the vehicle and of stopping it safely, rapidly and efficiently, whatever its conditions of loading and whatever the upward or downward gradient of the road on which it is moving;
- (b) for motor vehicles and their trailers and semi-trailers a parking brake capable of holding the vehicle stationary, whatever its condition of loading, and whatever the upward or downward gradient of the road;

**2. Specific conditions concerning exhaust emissions****2.1. Motor vehicles equipped with positive-ignition (petrol) engines**

- (a) Where the exhaust emissions are not controlled by an advanced emission control system such as a three-way catalytic converter which is lambda-probe controlled:
  1. visual inspection of the exhaust system in order to check that there is no leakage;
  2. if appropriate, visual inspection of the emission control system in order to check that the required equipment has been fitted;
  3. after a reasonable period of engine conditioning (taking account of the vehicle manufacturer's recommendations) the carbon monoxide (CO) content of the exhaust gases is measured when the engine is idling (no load).

The maximum permissible CO content in the exhaust gases must not exceed the following:

- for vehicles registered or put into service for the first time between the date from which member States required the vehicles to comply with Directive 70/220/EEC<sup>(1)</sup> and 1 October 1986: CO must not exceed 4,5 % vol.,
- for vehicles registered or put into service for the first time after 1 October 1986: CO must not exceed 3,5 % vol.

- (b) Where the exhaust emissions are controlled by an advanced emission control system such as a three-way catalytic converter which is lambda-probe controlled:
  1. visual inspection of the exhaust system in order to check that there are no leakages and that all parts are complete;
  2. visual inspection of the emission control system in order to check that the required equipment has been fitted;
  3. determination of the efficiency of the vehicle's emission control system by measurement of the lambda value and of the CO content of the exhaust gases in accordance with section 4.

<sup>(1)</sup> Council Directive 70/220/EEC of 20 March 1970 on the approximation of the laws of the Member States relating to measures to be taken against air pollution by emissions from motor vehicles (OJ L 76, 6.4.1970, p. 1). Directive as last amended by Commission Directive 1999/102/EC (OJ 334, 28.12.1999, p. 43).

4. exhaust pipe emissions — limit values

— measurement at engine idling speed:

The maximum permissible CO content in the exhaust gases must not exceed 0,5% vol.,

— measurement at high idling speed (no load), engine speed to be at least 2 000 min<sup>-1</sup>:

CO content: maximum 0,3% vol.,

Lambda:  $1 \pm 0,03$  or in accordance with the manufacturer's specifications.

2.2. *Motor vehicles equipped with compression ignition (diesel) engines*

Measurement of exhaust gas opacity with free acceleration (no load from idling up to cut-off speed). The level of concentration must not exceed<sup>(1)</sup> the following limit values of the coefficient of absorption:

— naturally aspirated diesel engines = 2,5 m<sup>-1</sup>,

— turbo-charged diesel engines = 3,0 m<sup>-1</sup>,

or equivalent values where use is made of equipment of a type different from that complying with these requirements.

Vehicles registered or put into service for the first time before 1 January 1980 are exempted from these requirements.

2.3. *Test equipment*

Vehicle emissions are tested using equipment designated to establish accurately whether the limit values prescribed or indicated by the manufacturer have been complied with.

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<sup>(1)</sup> Council Directive 72/306/EEC of 2 August 1972 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of pollutants from diesel engines for use in vehicles (OJ L 190, 20.8.1972, p. 1). Directive as last amended by Commission Directive 97/20/EC (OJ L 125, 16.5.1997, p. 2).

**DIRECTIVE 2000/40/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL****of 26 June 2000****on the approximation of the laws of the Member States relating to the front underrun protection of motor vehicles and amending Council Directive 70/156/EEC**

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 95 thereof,

Having regard to the proposal from the Commission<sup>(1)</sup>,

Having regard to the opinion of the Economic and Social Committee<sup>(2)</sup>,

Acting in accordance with the procedure laid down in Article 251 of the Treaty<sup>(3)</sup>,

Whereas:

(1) By Decision 97/836/EC<sup>(4)</sup>, the Council, with the assent of the European Parliament, authorised the Community to accede to the Agreement of the United Nations Economic Commission for Europe (ECE) concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted to and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions, done at Geneva on 20 March 1958, as revised on 16 October 1995.

(2) Through its accession to the said Agreement, the Community subscribed to a defined list of Regulations established pursuant to that Agreement. This list includes UN/ECE Regulation No 93<sup>(5)</sup>.

(3) In order to reduce the number of European road accident casualties, it is necessary to introduce without

delay the measures established by UNE/ECE Regulation No 93 into the EC type-approval procedure set up by Council Directive 70/156/EEC<sup>(6)</sup>, so as to improve the protection of the occupants of passenger cars and light vans from injury in the event of a collision with the front of heavy goods vehicles and to allow manufacturers of such devices and of vehicles equipped with such devices to obtain an EC type-approval if they meet the technical requirements of that Regulation.

(4) In accordance with the principles of subsidiarity and proportionality as set out in Article 5 of the Treaty, the objectives of this Directive cannot be sufficiently achieved by the Member States on account of the scale and effect of the action proposed in the relevant sector, and can therefore be better achieved by the Community. This Directive does not go beyond what is necessary for the attainment of its objective, namely EC type-approval.

(5) This Directive is one of the separate directives which must be complied with in order to conform to the EC type-approval procedure. Consequently, the provisions laid down in Directive 70/156/EEC relating to vehicles, vehicle systems, components and separate technical units apply to this Directive.

(6) In view of the considerable number of road accidents involving commercial vehicles having a mass of more than 3,5 tonnes, and consequently in order to increase road safety, the provisions concerning such vehicles should be made mandatory by this Directive without awaiting any further supplements to EC type-approval for this category of vehicles.

(7) Directive 70/156/EEC should be amended in consequence,

HAVE ADOPTED THIS DIRECTIVE:

*Article 1*

For the purposes of this Directive:

<sup>(1)</sup> OJ C 89, 30.3.1999, p. 11.

<sup>(2)</sup> OJ C 209, 22.7.1999, p. 8.

<sup>(3)</sup> Opinion of the European Parliament of 27.10.1999 (OJ C 154, 5.6.2000, p. 50), Council Common Position of 27.3.2000 (OJ C 178, 27.6.2000, p. 1), and Decision of the European Parliament of 17.5.2000.

<sup>(4)</sup> OJ L 346, 17.12.1997, p. 78.

<sup>(5)</sup> UN Economic Commission for Europe, document E/ECE/324.

<sup>(6)</sup> OJ L 42, 23.2.1970, p. 1. Directive as last amended by Directive 98/91/EC of the European Parliament and of the Council (OJ L 11, 16.1.1999, p. 25).

(a) 'vehicle' means any motor vehicle as defined in Section A of Annex II to Directive 70/156/EEC;

(b) 'front underrun protective device' means a front underrun protective device which is intended to be part of a vehicle and which can be approved as a separate technical unit in accordance with Article 2 of Directive 70/156/EEC.

#### Article 2

1. With effect from 10 August 2001 or, if the publication referred to in Article 3 is delayed beyond 10 February 2001, six months after the date of the said publication, Member States may not, on grounds relating to the front underrun protection of a vehicle:

(a) refuse, in respect of a type of vehicle, or a type of a front underrun protective device considered as a separate technical unit, to grant EC type-approval or national type-approval; or

(b) prohibit the registration, sale or entry into service of vehicles or front underrun protective devices considered as a separate technical unit;

if the vehicles or separate technical units comply with the requirements of this Directive.

2. With effect from 10 August 2003, Member States:

(a) shall no longer grant EC type-approval or national type-approval for a type of vehicle or a type of front underrun protective device as a separate technical unit;

(b) shall refuse the registration, sale or entry into service of new vehicles or new front underrun protective devices as separate technical units;

on grounds relating to the front underrun protection if the requirements of this Directive are not complied with.

3. The administrative provisions governing EC type-approval shall be as set out in Annex I.

The scope of this Directive, and the technical requirements to be fulfilled for the award of EC type-approval, shall be as laid down in Annex II.

#### Article 3

Regulation No 93 of the United Nations Economic Commission for Europe shall be published in the *Official Journal of the European Communities* before 10 February 2001.

#### Article 4

Directive 70/156/EEC is amended as follows:

1. Annex I shall be amended as follows:

(a) Item 2.3.4 shall be replaced by the following:

'2.3.4. Width of the foremost axle (measured at the outermost part of the tyres excluding the bulging of the tyres close to the ground): ...'.

(b) The following items shall be inserted:

'9.22. Front underrun protection

9.22.1. Drawing of the vehicle parts relevant to the front underrun protection, i.e. drawing of the vehicle and/or chassis with position and mounting of the widest front axle, drawing of the mounting and/or fitting of the front underrun protection. If the underrun protection is no special device, the drawing must clearly show that the required dimensions are met: ...

9.22.2. In the case of special device, full description and/or drawing of the front underrun protection (including mountings and fittings), or, if approved as a separate technical unit, type-approval number: ...'.

2. Annex V shall be amended as follows:

(a) In Part I, the following item shall be added:

Subject	Directive No	Official Journal reference	Applicability												
			M <sub>1</sub>	M <sub>2</sub>	M <sub>3</sub>	N <sub>1</sub>	N <sub>2</sub>	N <sub>3</sub>	O <sub>1</sub>	O <sub>2</sub>	O <sub>3</sub>	O <sub>4</sub>			
'57. Front underrun protection	2000/40/EC	L 203 of 10.8.2000, p. 9						X	X						

(b) In Part II, the following item shall be added:

Subject	Basic Regulation No	Series of amendments	Supplement	Corrigenda <sup>(2)</sup>
'57. Front underrun protection	93	—	—	—

#### Article 5

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive before 10 August 2001. However, if the publication referred to in Article 3 is delayed beyond 10 February 2001, Member States shall fulfil this obligation within six months of the said publication. They shall forthwith inform the Commission thereof.

Member States shall apply these measures as from 10 August 2001 or, if the publication referred to in Article 3 is delayed beyond 10 February 2001, six months after the said publication.

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

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

#### Article 6

This Directive shall enter into force on the day of its publication in the *Official Journal of the European Communities*.

#### Article 7

This Directive is addressed to the Member States.

Done at Luxembourg, 26 June 2000.

For the European Parliament

The President

N. FONTAINE

For the Council

The President

J. COELHO

*LIST OF ANNEXES*

- ANNEX I: Administrative provisions for EC type-approval
- Appendix 1: Information document relating to the EC type-approval of a front underrun protective device as a separate technical unit
  - Appendix 2: Information document relating to the EC type-approval of a vehicle type with regard to the installation of front underrun protective devices which have been type-approved as a separate technical unit
  - Appendix 3: Information document relating to the EC type-approval of a vehicle type with regard to its front underrun protection
  - Appendix 4: Model EC type-approval certificate (for a type of front underrun protective device as a separate technical unit)
  - Appendix 5: Model EC type-approval certificate (for a vehicle type with regard to the installation of front underrun protective devices which have been type-approved as a separate technical unit)
  - Appendix 6: EC type-approval certificate (for a vehicle type with regard to its front underrun protection)
  - Appendix 7: Model for the EC type-approval mark
- ANNEX II: Scope and technical requirements
-

## ANNEX I

**ADMINISTRATIVE PROVISIONS FOR EC TYPE-APPROVAL**

1. APPLICATION FOR TYPE-APPROVAL
  - 1.1. Application for EC type-approval of a front underrun protective device as a separate technical unit
    - 1.1.1. Application for EC type-approval pursuant to Article 3(4) of Directive 70/156/EEC in respect of a front underrun protective device considered to be a separate technical unit within the meaning of Article 2 of Directive 70/156/EEC shall be submitted by the manufacturer of the front underrun protective device.
    - 1.1.2. A model for the information document is given in Appendix 1.
    - 1.1.3. A representative sample of the type of device to be approved shall be submitted to the technical service responsible for conducting the type-approval tests. That service may, if it is considered necessary, request a further sample. The samples shall be clearly and indelibly marked with the applicant's trade name or mark and the type designation.
  - 1.2. Application for EC type-approval of a vehicle type with regard to the installation of front underrun protective devices which have been type-approved as separate technical unit
    - 1.2.1. Application for EC type-approval pursuant to Article 3(1) of Directive 70/156/EEC shall be submitted by the vehicle manufacturer.
    - 1.2.2. A model for the information document is given in Appendix 2.
    - 1.2.3. A vehicle representative of the type to be approved as well as a front underrun protection for the installation, which has been approved as a separate technical unit, shall be submitted to the technical service responsible for conducting the approval tests.
  - 1.3. Application for EC type-approval of a vehicle type with regard to its front underrun protection
    - 1.3.1. Application for EC type-approval pursuant to Article 3(1) of Directive 70/156/EEC shall be submitted by the vehicle manufacturer.
    - 1.3.2. A model for the information document is given in Appendix 3.
    - 1.3.3. A vehicle representative of the type to be approved shall be submitted to the technical service responsible for conducting the approval tests.
2. GRANTING OF EC TYPE-APPROVAL
  - 2.1. If the relevant requirements are satisfied, EC type-approval pursuant to Article 4(3) and, if applicable 4(4) of Directive 70/156/EEC shall be granted.
  - 2.2. A model for the EC type-approval certificate is given:
    - 2.2.1. for a front underrun protective device as a separate technical unit in Appendix 4;

- 2.2.2. for a vehicle type with regard to the installation of a front underrun protective device which has been type-approved as separate technical unit in Appendix 5;
- 2.2.3. for a vehicle type with regard to its front underrun protection in Appendix 6.
- 2.3. An approval number in accordance with Annex VII to Directive 70/156/EEC shall be assigned to each type of front underrun protective device or each type of vehicle approved. The same Member State shall not assign the same number to another type of front underrun protective device or to another type of vehicle.

### 3. EC TYPE-APPROVAL MARKING FOR SEPARATE TECHNICAL UNITS

- 3.1. Every front underrun protective device conforming to the type approved under this Directive as a separate technical unit shall bear an EC type-approval mark.
- 3.2. This mark shall consist of a rectangle surrounding the letter 'e' followed by the distinguishing number of the Member State which has granted type-approval:

1	for Germany	12	for Austria
2	for France	13	for Luxembourg
3	for Italy	17	for Finland
4	for the Netherlands	18	for Denmark
5	for Sweden	21	for Portugal
6	for Belgium	23	for Greece
9	for Spain	24	for Ireland
11	for the United Kingdom		

It must also include in the vicinity of the rectangle the 'base approval number' contained in Section 4 of the type-approval number referred to in Annex VII to Directive 70/156/EEC, preceded by the two figures indicating the sequence number assigned to the most recent major technical amendment to Directive 2000/40/EC on the date EC type-approval was granted. In this Directive the sequence number is 00.

- 3.3. The EC type-approval mark must be affixed to the front underrun protective device in such a way as to be indelible and clearly legible even if the device is fitted to a vehicle.
- 3.4. An example of the EC type-approval mark is shown in Appendix 7.

### 4. MODIFICATION OF THE TYPE AND AMENDMENTS TO APPROVALS

- 4.1. In the case of modification of a vehicle type approved pursuant to this Directive, the provisions of Article 5 of Directive 70/156/EEC shall apply.

### 5. CONFORMITY OF PRODUCTION

- 5.1. Measures to ensure the conformity of production shall be taken in accordance with the provisions laid down in Article 10 of Directive 70/156/EEC.

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## Appendix 1

INFORMATION DOCUMENT No ...

**relating to the EC type-approval of a front underrun protective device as a separate technical unit***(Directive 2000/40/EC, as last amended by Directive .../.../EC)*

The following information, if applicable, must be supplied in triplicate and include a list of contents. Any drawings must be supplied in appropriate scale and in sufficient detail on paper size A4 or on a folder of A4 format. Photographs, if any, must show sufficient detail.

If the systems, components or separate technical units have electronic controls, information concerning their performance must be supplied.

0. GENERAL
- 0.1. Make (trade name of manufacturer): .....
- 0.2. Type: .....
- 0.5. Name and address of manufacturer: .....
- 0.7. In the case of components and separate technical units, location and method of affixing of the EC type-approval mark: .....
- 0.8. Address(es) of assembly plant(s): .....
1. GENERAL CONSTRUCTION CHARACTERISTICS OF THE VEHICLE(S)
- on which the device is intended to be fitted in so far as they relate to the front underrun protection
- 1.1. Type of vehicle(s) and category<sup>(1)</sup> (if necessary): .....
- 1.2. Technically permissible maximum laden mass: .....
2. GENERAL CONSTRUCTION CHARACTERISTICS OF THE DEVICE
- 2.1. Full description and/or drawing of the front underrun protective device (including mounting and fitting):  
.....
- 2.2. Restrictions on use and mounting specifications (if any): .....
- 2.3. Position on the device of the points of application of the test forces: .....

Date, file

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<sup>(1)</sup> As defined in Section A of Annex II to Directive 70/156/EEC.

## Appendix 2

## INFORMATION DOCUMENT No ...

**pursuant to Annex I of Council Directive 79/156/EEC<sup>(1)</sup>, relating to the EC type-approval of a vehicle type with regard to the installation of front underrun protective devices which have been type-approved as a separate technical unit**

*(Directive 2000/40/EC, as last amended by Directive .../.../EC)*

The following information, if applicable, must be supplied in triplicate and include a list of contents. Any drawings must be supplied in appropriate scale and in sufficient detail on paper size A4 or on a folder of A4 format. Photographs, if any, must show sufficient detail.

If the systems, components or separate technical units have electronic controls, information concerning their performance must be supplied.

- 0. GENERAL
  - 0.1. Make (trade name of manufacturer): .....
  - 0.2. Type: .....
  - 0.2.1. Commercial name(s) (if available): .....
  - 0.3. Means of identification of type, if marked on the vehicle<sup>(b)</sup>: .....
  - 0.3.1. Location of that marking: .....
  - 0.4. Category of vehicle<sup>(c)</sup>: .....
  - 0.5. Name and address of manufacturer: .....
  - 0.8. Address(es) of assembly plant(s): .....
- 1. GENERAL CONSTRUCTION CHARACTERISTICS OF THE VEHICLE
  - 1.1. Photographs and/or drawings of a representative vehicle: .....
- 2. MASSES AND DIMENSIONS<sup>(e)</sup>  
(in kg and mm) (Refer to drawing where applicable)
  - 2.3.4. Width of the foremost axle (measured at the outermost part of the tyres excluding the bulging of the tyres close to the ground): .....
  - 2.8. Technically permissible maximum laden mass stated by the manufacturer<sup>(f)</sup> (maximum and minimum for each variant): .....

<sup>(1)</sup> The item numbers and footnotes used in this Information Document correspond to those set out in Annex I to Directive 79/156/EEC. Items not relevant for the purposes of this Directive are omitted.

9. BODYWORK
- 9.1. Type of bodywork: .....
- 9.2. Materials used and methods of construction: .....
- 9.22. Front underrun protection
- 9.22.1. Drawings of the vehicle parts relevant to the front underrun protection, i.e. drawing of the vehicle and/or chassis with position and mounting of the widest front axle, drawing of the mounting and/or fitting of the front underrun protection. If the underrun protection is no special device, the drawing must clearly show that the required dimensions are met: .....
- 9.22.2. In the case of special device, full description and/or drawing of the front underrun protection (including mountings and fittings), or, if approved as a separate technical unit, type-approval number: .....

Date, file

\_\_\_\_\_

## Appendix 3

## INFORMATION DOCUMENT No ...

**pursuant to Annex I of Council Directive 70/156/EEC<sup>(1)</sup>, relating to the EC type-approval of a vehicle type with regard to its front underrun protection***(Directive 2000/40/EC, as last amended by Directive .../.../EC)*

The following information, if applicable, must be supplied in triplicate and include a list of contents. Any drawings must be supplied in appropriate scale and in sufficient detail on paper size A4 or on a folder of A4 format. Photographs, if any, must show sufficient detail.

If the systems, components or separate technical units have electronics controls, information concerning their performance must be supplied.

- 0. GENERAL
  - 0.1. Make (trade name of manufacturer): .....
  - 0.2. Type: .....
  - 0.2.1. Commercial name(s) (if available): .....
  - 0.3. Means of identification of type, if marked on the vehicle<sup>(b)</sup>: .....
  - 0.3.1. Location of that marking: .....
  - 0.4. Category of vehicle<sup>(c)</sup>: .....
  - 0.5. Name and address of manufacturer: .....
  - 0.8. Address(es) of assembly plant(s): .....
- 1. GENERAL CONSTRUCTION CHARACTERISTICS OF THE VEHICLE
  - 1.1. Photographs and/or drawings of a representative vehicle: .....
- 2. MASSES AND DIMENSIONS<sup>(e)</sup>  
(in kg and mm) (Refer to drawing where applicable)
  - 2.3.4. Width of the foremost axle (measured at the outermost part of the tyres excluding the bulging of the tyres close to the ground): .....
  - 2.8. Technically permissible maximum laden mass stated by the manufacturer<sup>(v)</sup> (maximum and minimum for each variant): .....

<sup>(1)</sup> The item numbers and footnotes used in this Information Document correspond to those set out in Annex I to Directive 70/156/EEC. Items not relevant for the purposes of this Directive are omitted.

- 9. BODYWORK
  - 9.1. Type of bodywork: .....
  - 9.2. Materials used and methods of construction: .....
  - 9.22. Front underrun protection
    - 9.22.1. Drawings of the vehicle parts relevant to the front underrun protection, i.e. drawing of the vehicle and/or chassis with position and mounting of the widest front axle, drawing of the mounting and/or fitting of the front underrun protection. If the underrun protection is no special device, the drawing must clearly show that the required dimensions are met: .....
    - 9.22.2. In the case of special device, full description and/or drawing of the front underrun protection (including mountings and fittings), or, if approved as a separate technical unit, type-approval number: .....
    - 9.22.3. Position on the device of the points of application of the test forces: .....

Date, file

\_\_\_\_\_

## Appendix 4

**MODEL***(maximum format: A4 (210 mm × 297 mm))*

## EC TYPE-APPROVAL CERTIFICATE

Stamp of administration

Communication concerning the:

- type-approval<sup>(1)</sup>,
- extension of type-approval<sup>(1)</sup>,
- refusal of type-approval<sup>(1)</sup>,
- withdrawal of type-approval<sup>(1)</sup>,

of a type of vehicle/component/separate technical unit<sup>(1)</sup> with regard to Directive .../.../EC, as last amended by Directive .../.../EC.

Type-approval number: .....

Reason for extension: .....

## SECTION I

0.1. Make (trade name of manufacturer): .....

0.2. Type: .....

0.3. Means of identification of type, if marked on the vehicle/component/separate technical unit<sup>(1)</sup><sup>(2)</sup>: .....

0.3.1. Location of that marking: .....

0.4. Category of vehicle<sup>(1)</sup><sup>(3)</sup>: .....

0.5. Name and address of manufacturer: .....

0.7. In the case of components and separate technical units, location and method of affixing of the EC type-approval mark: .....

0.8. Address(es) of assembly plant(s): .....

<sup>(1)</sup> Delete where not applicable.<sup>(2)</sup> If the means of identification of type contains characters not relevant to a description of the vehicle, component or separate technical unit types covered by this type-approval certificate, such characters shall be represented in the documentation by the symbol '?' (e.g. ABC??123??).<sup>(3)</sup> As defined in Section A of Annex II to Directive 70/156/EEC.

## SECTION II

1. Additional information (where applicable): see *Addendum*
2. Technical service responsible for carrying out the tests: .....
3. Date of test report: .....
4. Number of test report: .....
5. Remarks (if any): see *Addendum*
6. Place: .....
7. Date: .....
8. Signature: .....
9. The index to the information package lodged with the approval authority, which may be obtained on request, is attached.

---

*Addendum*

*to EC type-approval certificate No ..., concerning the type-approval of a front underrun protective device as a separate technical unit  
(Directive 2000/40/EC, as last amended by Directive .../.../EC)*

1. Additional information
  - 1.1. Construction
    - 1.1.1. Material: .....
    - 1.1.2. Method of fixing: .....
    - 1.1.3. Dimension of the device: .....
  - 1.2. Technically permissible maximum laden mass of the vehicle(s) on which the device is to be mounted:
  - 1.3. Restriction of the use of the device (if any): .....
  - 1.4. Maximum horizontal and vertical deflection during and after the application of the test forces of any test point: .....
5. Remarks: .....

Appendix 5

MODEL

(maximum format: A4 (210 mm × 297 mm))

EC TYPE-APPROVAL CERTIFICATE

Stamp of administration

Communication concerning the:

- type-approval<sup>(1)</sup>,
- extension of type-approval<sup>(1)</sup>,
- refusal of type-approval<sup>(1)</sup>,
- withdrawal of type-approval<sup>(1)</sup>,

of a type of vehicle/component/separate technical unit<sup>(1)</sup> with regard to Directive .../.../EC, as last amended by Directive .../.../EC.

Type-approval number: .....

Reason for extension: .....

SECTION I

0.1. Make (trade of manufacturer): .....

0.2. Type: .....

0.3. Means of identification of type, if marked on the vehicle/component/separate technical unit<sup>(1)</sup><sup>(2)</sup>: .....

0.3.1. Location of that marking: .....

0.4. Category of vehicle<sup>(1)</sup><sup>(3)</sup>: .....

0.5. Name and address of manufacturer: .....

<sup>(1)</sup> Delete where not applicable.

<sup>(2)</sup> If the means of identification of type contains characters not relevant to a description of the vehicle, component or separate technical unit types covered by this type-approval certificate, such characters shall be represented in the documentation by the symbol '?' (e.g. ABC??123??).

<sup>(3)</sup> As defined in Section A of Annex II to Directive 70/156/EEC.

- 0.7. In the case of components and separate technical units, location and method of affixing of the EC type-approval mark: .....
- 0.8. Address(es) of assembly plant(s): .....

## SECTION II

1. Additional information (where applicable): see *Addendum*
2. Technical service responsible for carrying out the tests: .....
3. Date of tests report: .....
4. Number of test report: .....
5. Remarks (if any): see *Addendum*
6. Place: .....
7. Date: .....
8. Signature: .....
9. The index to the information package lodged with the approval authority, which may be obtained on request, is attached.

---

*Addendum*

to EC type-approval certificate No ..., concerning the type-approval of a vehicle with regard to the installation of a front underrun protective device which has been type-approved as a separate technical unit

(Directive 2000/40/EC, as last amended by Directive .../.../EC)

1. Additional information
- 1.4. Mass of vehicle submitted and respective masses on the axles:
- 1.4.1. Front axle: .....
- 1.4.2. Rear axle: .....
- 1.4.3. Total: .....
- 1.5. Type-approval number of the front underrun protective device: .....
5. Remarks: (e.g., valid for left-hand drive and right-hand drive vehicles)

Appendix 6

MODEL

(maximum format: A4 (210 mm × 297 mm))

EC TYPE-APPROVAL CERTIFICATE

Stamp of administration

Communication concerning the:

- type-approval<sup>(1)</sup>,
- extension of type-approval<sup>(1)</sup>,
- refusal of type-approval<sup>(1)</sup>,
- withdrawal of type-approval<sup>(1)</sup>,

of a type of vehicle/component/separate technical unit<sup>(1)</sup> with regard to Directive .../.../EC, as last amended by Directive .../.../EC.

Type-approval number: .....

Reason for extension: .....

SECTION I

0.1. Make (trade name of manufacturer): .....

0.2. Type: .....

0.3. Means of identification of type, if marked on the vehicle/component/separate technical unit<sup>(1)</sup><sup>(2)</sup>: .....

0.3.1. Location of that marking: .....

0.4. Category of vehicle<sup>(1)</sup><sup>(3)</sup>: .....

0.5. Name and address of manufacturer: .....

0.7. In the case of components and separate technical units, location and method of affixing of the EC type-approval mark: .....

0.8. Address(es) of assembly plant(s): .....

<sup>(1)</sup> Delete where not applicable.  
<sup>(2)</sup> If the means of identification of type contains characters not relevant to a description of the vehicle, component or separate technical unit types covered by this type-approval certificate, such characters shall be represented in the documentation by the symbol '?' (e.g. ABC??123??).  
<sup>(3)</sup> As defined in Section A of Annex II to Directive 70/156/EEC.

## SECTION II

1. Additional information (where applicable): see *Addendum*
2. Technical service responsible for carrying out the tests: .....
3. Date of test report: .....
4. Number of test report: .....
5. Remarks (if any): see *Addendum*
6. Place: .....
7. Date: .....
8. Signature: .....
9. The index to the information package lodged with the approval authority, which may be obtained on request, is attached.

---

*Addendum*

to EC type-approval certificate No ..., concerning the type-approval of a vehicle with regard to its front underrun protection

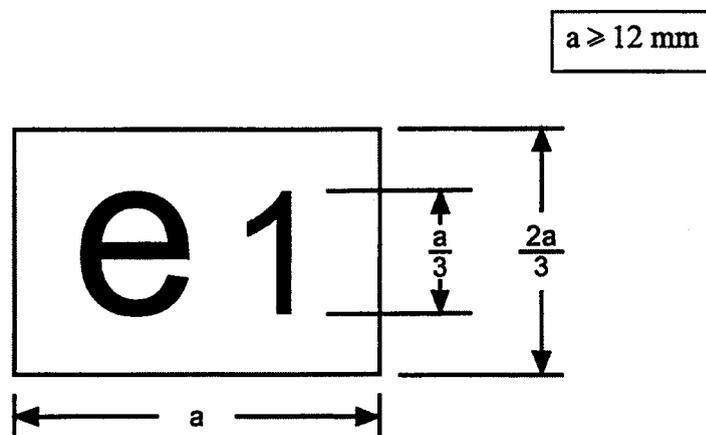
(Directive 2000/40/EC, as last amended by Directive .../.../EC)

1. Additional information
  - 1.1. Brief description of the vehicle type as regard its parts providing frontal protection: .....
  - 1.4. Mass of vehicle submitted and respective masses on the axles
    - 1.4.1. Front axle: .....
    - 1.4.2. Rear axle: .....
    - 1.4.3. Total: .....
  - 1.5. Maximum horizontal and vertical deflection during and after the application of the test forces of any test point: .....
5. Remarks: (e.g., valid for left-hand drive and right-hand drive vehicles)

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## Appendix 7

## MODEL FOR THE EC TYPE-APPROVAL MARK



00 2439  $\frac{a}{3}$

The front underrun protective device bearing the above EC type-approval mark is a device which has been approved in Germany (e 1) under the base approval number 2439 on the basis of this Directive.

The figures used are only indicative.

## ANNEX II

## SCOPE AND TECHNICAL REQUIREMENTS

## 1. SCOPE

1.1. This Directive applies to:

1.1.1. front underrun protective devices as separate technical units intended to be fitted to vehicles of categories N<sub>2</sub> and N<sub>3</sub> <sup>(1)</sup>;

1.1.2. vehicles of category N<sub>2</sub> and N<sub>3</sub> with regard to the installation of front underrun protective devices which have been type-approved as separate technical units;

1.1.3. vehicles of category N<sub>2</sub> and N<sub>3</sub> with regard to their front underrun protection.

1.2. Vehicles of categories N<sub>2</sub> with a maximum mass not exceeding 7,5 tonnes shall comply only with the ground clearance requirement of 400 mm as set out in this Directive.

1.3. The requirements of this Directive do not apply to:

1.3.1. off-road vehicles of categories N<sub>2</sub> and N<sub>3</sub>;

1.3.2. vehicles such that their use is incompatible with the provisions of front underrun protection.

## 2. DEFINITIONS

For the purpose of this Directive:

2.1. 'maximum mass' of the vehicle means the technically permissible maximum laden mass defined in item 2.8 of Annex I to Directive 70/156/EEC;

2.2. 'unladen vehicle', means the vehicle in running order having the mass defined in item 2.6 of Annex I to Directive 70/156/EEC;

2.3. 'type of front underrun protection device', means front underrun protective devices which do not differ with respect to the essential characteristics such as shape, dimensions, attachment, materials and the markings cited in item 1.1.3 of Annex I;

2.4. 'front underrun protection' means the presence at the front of the vehicle of either:

a special front underrun protection device; or

body work, chassis parts or other components, such that by virtue of their shape and characteristics, these elements can be regarded as fulfilling the function of the front underrun protection device;

2.5. 'vehicle type' means vehicles which do not essentially differ in such aspects as:

2.5.1. the width of the foremost axle measured at the outermost part of the tyres excluding the bulging of the tyres close to the ground;

<sup>(1)</sup> As defined in Section A of Annex II to Directive 70/156/EEC.

- 2.5.2. the structure, the dimensions, the shape and materials of the front part of the vehicle in so far as they have a bearing on the requirements of the relevant part of this Directive;
- 2.5.3. the approved front underrun protective device fitted to the vehicle;
- 2.5.4. the maximum mass of the vehicle type.

### 3. TECHNICAL REQUIREMENTS

The technical requirements which have to be complied with in order to obtain a type-approval in accordance with this Directive are those set out in paragraphs 6, 8 and 10, together with Annex 5 to UN/ECE Regulation No 93, with the following exceptions:

- 3.1. in item 8.2, the term 'communication document contained in annex 1' has to be regarded as 'EC type-approval certificate contained in Annex 1, Appendix 5';
  - 3.2. in item 8.3, the term in brackets '(annex 1, item 9.)' has to be regarded as '(Annex I, Appendix 4, Addendum, paragraph 1.4)';
  - 3.3. in item 8.6, the term in brackets '(annex 1, item 8.)' has to be regarded as '(Annex I, Appendix 1, paragraph 2.3)';
  - 3.4. in item 3.5.1 of Annex V the term 'for applications pursuant to Part III' has to be regarded as 'for applications pursuant to Annex I, paragraph 1.3'.
-