

Motocycle industry and environment: components and characteristic of two- or three- wheel motor vehicles

1993/0470(COD) - 30/11/1993 - Legislative proposal

The proposed directive fell within the context of the type-approval procedure for two or three-wheel motor vehicles which was the subject of framework Council Directive 92/61/EEC of 30 June 1992. It set out the rules applicable to the following devices and characteristics: - tyres - lighting and light-signalling devices - external projections - rear-view mirrors - measures to counter air pollution - fuel tanks - measures to counter tampering - electromagnetic compatibility - the permissible sound level and exhaust systems - coupling devices for trailers and sidecar attachments; - safety belt anchorages and safety belts; - glazing, windscreen wipers and washers and de-icing and demisting devices. The proposal largely took account of the United Nations Economic Commission for Europe (ECE/UN) Regulations. Some provisions deserved particular scrutiny in view of their environmental impact: - pollutant emissions from vehicles: measures to establish limit values for carbon monoxide (CO), unburnt hydrocarbons (HC) and oxides of nitrogen (NO_x). It was proposed to proceed in stages, with a first stage - fixing limit values - coming into force as soon as possible, and a second (around four years after the first came into force) when a decision would be taken on tightening up the values for motorcycles and tricycles; - noise emissions: the proposed measures aimed to establish limit values in A-weighted decibels according to the category of vehicle. A 1978 directive, amended in 1989, fixed limit values from October 1993 for motorcycles with a cylinder capacity below 80 cm³ and above 175 cm³, and from 1995 for motorcycles with a capacity between 80 and 175 cm³. In view of the problems in implementing this directive, it was proposed as a first stage that the date for these limit values to come into force should be 1 July 1997; - possibilities for tampering with mopeds and motorcycles: the proposed measures were a response to the need to stop young users from tampering with these vehicles in such a way that their performance becomes disproportionate to the braking system, tyres and lighting.