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

1993/0470(COD) - 23/11/1995 - Council position

The Council's common position was the result of extensive and meticulous work, particularly as regards the twelve chapters annexed to the draft directive. Certain chapters underwent significant changes, primarily to take account of the latest regulations of the United Nations' Economic Commission for Europe (UNECE). This was particularly true for Chapter 1 (tyres) and Chapter 2 (lighting and light-signalling devices). All the amendments adopted by Parliament at first reading were taken over in the common position, with the exception of the amendment concerning permissible noise limit values. In addition, with regard to the substance of the initial proposal, the Council added the following amendments: - within three years of the date of implementation of the directive, the Commission would carry out a detailed study to determine the effectiveness of the anti-tampering measures; - the provisions of Directive 89/336/EEC relating to electromagnetic compatibility would cease to apply to vehicles covered by that Directive since its entry into force; - the type IIIa regulatory committee procedure would be followed as regards adapting to technical progress; - Chapter 1 (tyres): motorcycles capable of speeds in excess of 240 km/h could only be fitted with tyres from certain brands recommended by the manufacturer or with tyres guaranteeing an equivalent level of safety; - Chapter 7 (anti-tampering measures): anti-tampering measures would not apply to vehicles in categories C and D, with the exception of the marking requirements. Moreover, the anti-tampering measures for vehicles in categories A and B were clarified by stipulating that the restriction relating to the interchangeability of the parts indicated applied not only to non-identical components but also to sets of those components; - Chapter 9 (permissible sound limit): amendments were made so as to ensure that the conditions used for measuring and approving vehicles' noise levels were more stringent. Thus, the Council retained a reference to the highest value for the tests and increased the power rating to 105% when the test was carried out in second gear; - Chapter 10 (trailer coupling devices): a dynamic strength test was introduced for these devices whilst the measures put forward by the Commission in relation to motorcycle and sidecar attachments were deleted.