



COMMISSION OF THE EUROPEAN COMMUNITIES

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**PROPOSAL FOR A COUNCIL DIRECTIVE ON THE APPROXIMATION
OF THE LAWS OF THE MEMBER STATES
RELATING TO
ROADWORTHINESS TESTS FOR MOTOR VEHICLES
AND THEIR TRAILERS**

(Consolidation with amendments)

(presented by the Commission)

EXPLANATORY MEMORANDUM

A. GENERAL

1. Council Directive 77/143/EEC¹, as last amended by Commission Directive 94/23/EC², covers roadworthiness tests for motor vehicles and their trailers (buses, coaches, heavy goods vehicles, trailers, semi-trailers, taxis, ambulances, light commercial vehicles and private cars). It lays down the intervals at which the tests must be carried out and lists the items that have to be checked.
2. The installation in certain categories of vehicles, and use in the Community, of speed limitation devices was made mandatory by Council Directive 92/6/EEC³.
3. The purpose of this proposal is to amend Directive 77/143/EEC :
 - to include the effective and regular testing of speed limitation devices installed on certain categories of heavy goods vehicles and buses⁴ in order to ensure that the maximum harmonized settings of the devices which have been fitted in order to limit the speed of the vehicles concerned cannot be exceeded and that the devices function properly;
 - to clarify the situation with regard to the vehicles of historical interest. Although historic vehicles fall under the provisions of Article 2 (3) of Directive 77/143/EEC, the right of Member States to establish their own requirements should be recognized for all the standards not only for braking efficiency;
 - to transfer category 4 (Taxis and ambulances) from the left column to the right one (with categories 5 and 6) in Annex II.

Simultaneously, the opportunity should be taken to consolidate⁵ the oft-amended text of Directive 77/143/EEC.

For this reason the official consolidation is replaced by amendments redrafted into a single text.

¹ OJ N° L 47, 18.2.1977, p. 47.

² OJ N° L 147, 14.6.1994, p. 6.

³ OJ N° L 57, 2.3.1992, p. 27.

⁴ Included in the Commission's legislative programme (point 215) for 1994.

⁵ Included in the Commission's legislative programme (Annex II) for 1994.

B. JUSTIFICATION FOR AN ACTION AT COMMUNITY LEVEL

I. Subsidiarity

- (a) **What are the main objectives of the proposed action in relation to the Community's obligations ?**

Community legislation is necessary to :

- . provide for the testing of the speed limitation devices whose installation and use are mandatory from 1 January 1994 for lorries of over 12 tonnes and buses and coaches of over 10 tonnes;
- . guarantee that the vehicles are sufficiently regulated and maintained to guarantee road safety;
- . avoid distortion of competition between road hauliers due to differences in the roadworthiness tests carried out by the different Member States.

Simultaneously, there is need to clarify the legal position by replacing the oft-amended Directive 77/143/EEC relating to roadworthiness tests for motor vehicles and their trailers with a single consolidated text.

- (b) **Does competence for the planned activity lie solely with the Community or is it shared with the Member States ?**

Jurisdiction is shared since this is a technical harmonization measure based on Article 75, paragraph 1(c) of the Treaty.

- (c) **What is the Community dimension of the problem (for example, how many Member States are involved and what solution has been used up to now) ?**

In the absence of common standards applicable by the Member States, speed limiter devices would not be checked or would be checked only on the basis of national standards which would necessarily vary from one Member State to another. This would mean uncertainty about whether safety standards were being met and result in unequal treatment of road hauliers.

- (d) **What is the most effective solution taking into account the means available to the Community and those of the Member States ?**

see points B.(f) and (g) below.

- (e) **What real added value will the activity proposed by the Community provide and what would be the cost of inaction ?**

As stated in point B.(c) , the absence of common standards would mean uncertainty about whether safety standards were being met and unequal treatment of road hauliers.

If each Member State would be free to decide whether or not to implement its own criteria on roadworthiness tests, this would raise barriers to the free movement of the road vehicles concerned.

Also, in the interests of effectiveness, existing Community law on roadworthiness tests for road vehicles should be amended.

- (f) **What forms of action are available to the Community (recommendation, financial support, regulation, mutual recognition, etc ...) ?**

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- (g) **Is it necessary to have a uniform regulation or is a directive setting out the general objectives sufficient, leaving implementation at the level of the Member States ?**

A constraining instrument is essential to round off the body of current Community law and guarantee the same level of safety and environmental quality in all the Member States.

The most appropriate instrument would be a directive amending the basic directive.

II. Reasons for Consolidation

When considering how Community law could be made simpler and more transparent, Parliament, the Commission and the Council found themselves confronted with an overabundance of legislative instruments which had been amended several times, often substantially, and unanimously agreed on the need for a working method which would use legislative consolidation as a means of achieving greater clarity and transparency.

On 1 April 1987 the Commission therefore decided to instruct its staff that all legislative measures should be consolidated after no more than ten amendments, stressing that this was a minimum requirement and that departments should endeavour to consolidate at even shorter intervals the texts for which they were responsible, to ensure that the Community rules were clear and readily understandable.

The attached proposal of the Commission for a consolidation of Council Directive regroups in a single text Council Directive 77/143/EEC on the approximation of the laws of the Member States relating to roadworthiness tests for motor vehicles and their trailers and its successive amendments :

- Council Directive 88/449/EEC
- Council Directive 91/225/EEC
- Council Directive 91/328/EEC
- Council Directive 92/54/EEC
- Council Directive 92/55/EEC
- Commission Directive 94/23/EC.

It has been drafted up in accordance with the fundamental principles agreed by Council, Parliament and Commission in 1974; it aims at legislative consolidation: the existing directives would be replaced by one new version, which would leave their substance untouched but would assemble them into a single text, with only the formal amendments required by the operation itself.

As in the past the text supplied here is collated from the original Directives as published in the Official Journal: the use of photocopies means that any improvements to the wording are immediately identifiable. The old numbering of the Articles has been retained in the margin for ease of reference, the new numbering being entered above the Articles.

Annex IV contains a correlation table relating the old system of numbering to the new. In order to preserve the dates for transposition and implementation of all the Directives concerned, a new Annex III, Part B lists the deadlines for transposition and implementation of each of the directives now being repealed.

C. SCOPE OF THE PROPOSAL

As pointed out under A, there is a need to consolidate legislation into a single, clear Directive.

In addition, speed limitation devices should be included as soon as possible in the list of items which must be checked at the annual roadworthiness test.

Moreover, it is necessary to clarify the situation with regard to the vehicles of historical interest.

Finally, as regards taxis and ambulances (category 4), as the technical requirements - and thus the items to be checked - are the same as for private cars, the opportunity is taken to transfer category 4 from the left column to the right one (with categories 5 and 6) in Annex II.

The objective of the proposed new Directive is, therefore, to satisfy these needs.

D. **CONTENTS OF THE PROPOSAL**

As pointed out under A the proposal is both a consolidation of existing Directives and an extension of their scope.

The following articles or sections (in italics within the proposal) are modified or new and will modify the current situation as follows:

Article 4 paragraph 3 gives the right to Member States to apply their own testing requirements (not only for braking efficiency) for all the standards regarding historic vehicles

Article 11 sets the date of the entry into force of the changes and inclusion of the speed limiter device in the list of items that have to be checked (the deadlines of the replaced directives being protected).

Annex II transfers from the left column to the right one (with categories 5 and 6) the category 4 (Taxis and ambulances);

Annex II, sub paragraph 7.9. which relates to the 'tachograph presence and integrity of seals' should be expanded because speed limitation devices are usually activated by the EC recording equipment (tachograph) in the vehicles.

Annex II, sub paragraph 7.10 titled 'speed limitation device' is added and under this heading the required inspection would be described in three indents.

The following articles or annexes are new but deal solely with the consolidation of the text:

Article 10 repeals the old Directive.

Annex III lists the repealed Directives and those that still apply.

Annex IV correlates the new Directive with the pre-consolidated texts that make it up.

E. **THE IMPACT OF BUSINESS**

The adoption of measures making compulsory the regular testing of the speed limitation devices will not have an effect on employment nor on the cost of the technical inspection of the vehicle.

It will not involve the creation of new firms either.

On the other hand, this proposal will equalise the conditions of competition by standardizing on the type of test to be applied.

F. **INTEREST FOR E.E.A**

In accordance with Article 99 of the EEA agreement, EFTA countries were consulted and agreed with the principle of this proposal.

G. CONSULTATION

List the organisations which have been consulted about the proposal and outline their main views

- All Member States roadworthiness testing authorities
- Certain EFTA Countries
- The Approved Organizations for the roadworthiness vehicle test (CITA, DEKRA, TÜV)
- The major private testing organizations
- The International Associations representing the European Motor Manufacturing Industry (ACEA)
- The European Garage Equipment association
- Organizations representing Motor Trades and Repairs (Cecra, Clepa, Groeneveld Transport Efficiency, Mannesmann Kienzle)
- The International Association representing all users of vehicles (IRU)

Proposal for a Council Directive
on the approximation of the laws of the Member States
relating to roadworthiness tests for motor vehicles and their trailers

THE COUNCIL OF THE EUROPEAN UNION

Having regard to the Treaty establishing the European Community, and in particular Article 75 thereof,

Having regard to the proposal from the Commission¹,

in cooperation with the European Parliament²,

Having regard to the opinion of the Economic and Social Committee³,

<p><i>Whereas Council directive 77/143/EEC of 29 December 1976 on the approximation of the laws of the Member States relating to roadworthiness tests for motor vehicles and their trailers⁴ has been substantially amended and on a number of occasions; whereas, on occasion of further amendments, the said directives should, for reasons of clarity, be redrafted in a single text;</i></p>	
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¹ OJ N° C

² OJ N° C

³ OJ N° C

⁴ OJ N° L 47, 18.2.1977, p. 47. Directive as last amended by Directive N° 94/23/EC (OJ N° L 147, 14.6.1994, p. 6).

<p>Whereas , <i>in the framework of the common transport policy,</i></p> <p>certain road traffic within the Community should operate under the most favourable circumstances as regards both safety and competitive conditions applying to carriers in the Member States;</p>	<p>1st Whereas Directive 77/143/EEC (modified)</p>
<p>Whereas the growth of road traffic and the resultant increase in danger and nuisances present all Member States with safety problems of a similar nature and seriousness;</p>	<p>2nd Whereas Directive 77/143/EEC</p>
<p>Whereas the present standards and methods of testing vary from one Member State to another and this situation affects the equivalence of safety and environmental performance levels of tested vehicles operating in the Member States; whereas, moreover, this state of affairs is likely to have an influence on the conditions governing competition between transport undertakings of the various Member States;</p>	<p>3rd Whereas Directive 91/225/EEC</p>
<p>Whereas it is therefore necessary to harmonize as far as is practicable the frequency of tests and the compulsory items to be tested;</p>	<p>4th Whereas Directive 77/143/EEC</p>
<p>Whereas testing during the life cycle of a vehicle should be relatively simple, quick and inexpensive;</p>	<p>7th Whereas Directive 92/55/EEC</p>
<p>Whereas the minimum Community standards and methods to be used for testing the roadworthiness of the items listed in Annex II ————— should therefore be defined in separate directives adopted by the Council;</p>	<p>4th Whereas Directive 91/225/EEC</p>
<p>Whereas, as a transitional measure, national standards remain applicable in respect of items not covered by separate directives;</p>	<p>5th Whereas Directive 91/225/EEC</p>
<p>Whereas it must be possible to adapt rapidly to technical progress the standards and methods laid down in the separate directives and, in order to facilitate implementation of the measures required for this purpose, to establish a procedure for close cooperation between the Member States and the Commission within a Committee on the Adaptation to Technical Progress of Roadworthiness Tests;</p>	<p>6th Whereas Directive 91/225/EEC (first sentence)</p>

<p>Whereas _____, <i>in regard to braking systems</i>, it would be premature to set values for _____ air pressure settings and build up times, etc. given the variance in test equipments and methods within the Community; _____</p>	<p>7th Whereas Directive 92/54/EEC (modified)</p>
<p>Whereas it is the intention to further amend this Directive so as to include a harmonious and improved test methodology;</p>	<p>8th Whereas Directive 94/23/EC</p>
<p>Whereas, until such time there are harmonized test procedures and practices, Member States may use their judgement as to the test procedure they use to establish whether the vehicle in question meets the braking requirements;</p>	<p>5th Whereas Directive 94/23/EC</p>
<p>Whereas it is recognized by all concerned with vehicle testing that the method of testing and, in particular whether the vehicle is tested in a laden, part laden or unladen condition, influences the degree of confidence testers have as to the roadworthiness of the braking system;</p>	<p>6th Whereas Directive 94/23/EC</p>
<p>Whereas the prescription of brake force reference values for various laden conditions for each vehicle model would help restore that confidence, whereas this Directive enables testing under this régime as an alternative to testing against minimum performance values for each vehicle category;</p>	<p>7th Whereas Directive 94/23/EC</p>
<p>Whereas, <i>as regards as brake systems</i>, the scope of this Directive relates in the main to vehicles which have been type-approved to the provisions of Directive 71/320/EEC⁵ although it is recognized that certain types of vehicle have been approved to national standards which may differ from the requirements of this Directive;</p>	<p>9th Whereas Directive 94/23/EC (first sentence)</p>
<p>Whereas Member States may extend the scope of the braking test to include vehicles or test items outside the scope of this Directive;</p>	<p>8th Whereas Directive 92/54/EEC</p>

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Council Directive of 26 July 1971 on the approximation of the laws of the Member States relating to the braking devices of certain categories of motor vehicles and their trailers (OJ N° L 202, 6.9.1971, p. 37). Last amended by Directive 91/422/EEC (OJ N° L 233, 22.8.1991, p. 21).

<p>Whereas Member States may enhance the severity of the braking test or increase the frequency of testings;</p>	<p>9th Whereas Directive 92/54/EEC</p>
<p>Whereas this Directive is intended to maintain emissions at a low level throughout the useful life of a vehicle by means of regular exhaust emission tests and to ensure that vehicles which are major polluters are withdrawn from service until they are brought to a proper state of maintenance;</p>	<p>3rd Whereas Directive 92/55/EEC</p>
<p>Whereas bad tuning and inadequate maintenance are detrimental not only to the engine but also to the environment since they cause increased pollution and fuel consumption;</p> <p>Whereas it is important that environment-friendly transport be developed;</p>	<p>8th and 9th Whereas Directive 92/55/EEC</p>
<p>Whereas in the case of compression ignition (diesel engines) measurement of the opacity of the exhaust fumes is considered to be an adequate indicator of the condition of the vehicle's state of maintenance, with regard to emission;</p>	<p>10th Whereas Directive 92/55/EEC</p>
<p>Whereas for positive ignition petrol engines measurement of carbon monoxide emissions from the exhaust pipe when the engine is idling is considered to be an adequate indicator of the vehicle's state of maintenance, with regard to emission;</p>	<p>11th Whereas Directive 92/55/EEC</p>
<p>Whereas the failure rate in exhaust emission tests for vehicles which have not been regularly maintained may well be high;</p>	<p>12th Whereas Directive 92/55/EEC</p>
<p>Whereas in the case of petrol-engined vehicles for which the type-approval standards specify that they should be equipped with advanced emission control systems such as three-way catalytic converters which are lambda-probe controlled, the regular emission test standards will be more stringent than for conventional vehicles;</p>	<p>13th Whereas Directive 92/55/EEC</p>

<p>Whereas Member States may establish their own testing standards _____ for vehicles that are considered to be of historic interest;</p> <p>Whereas, in recognizing the right of Member States to establish their own standards for historic vehicles, those standards should not be more severe than those which the vehicle was originally designed to meet;</p>	<p>9th Whereas (last sentence) (modified) and 10th Whereas Directive 94/23/EC</p>
<p>Whereas this Directive will be adapted from time to time to take account of developments in vehicle construction which facilitate in-service testing and in test methods which reflect more closely the actual conditions in which a vehicle is used;</p>	<p>14th Whereas Directive 92/55/EEC</p>
<p><i>Whereas Council Directive 92/6/EEC⁶ requires the installation in, and use of speed limitation devices by, certain categories of road vehicles;</i></p>	
<p><i>Whereas speed limitation devices should be included as soon as possible in the list of items which must be checked at the annual roadworthiness test to ensure as far as possible that the harmonized maximum setting on the speed limiter of a given vehicle cannot be exceeded;</i></p>	
<p><i>Whereas at this stage the correct functioning of the speed limitation device is left to Member States to determine using whatever means they consider to be appropriate; whereas it is the intention to harmonize the test procedures and standards in time;</i></p>	
<p><i>Whereas the Commission will assess the in-service experience of the correct functioning of the speed limiter and submit a report to the Council; whereas the conclusions of this report shall form the basis of any further proposal for requirements for roadworthiness testing of the speed limitation device if deemed necessary;</i></p>	

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Council Directive of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community (OJ N° L 57, 2.3.1992, p. 27).

<p><i>Whereas technical requirements related to taxis and ambulances are analogous with private cars; whereas the items to be checked can be similar, although the frequency of tests is different;</i></p>	
<p><i>Whereas in view of the effects of this action on the sector in question and in the light of the principle of subsidiarity, the Community measures provided for in this Directive are necessary to achieve the objective of harmonization of the rules on roadworthiness tests, to prevent distortion of competition between road hauliers and to guarantee that vehicles are properly regulated and maintained; whereas these aims could not be achieved in full by the Member States acting individually;</i></p>	
<p><i>Whereas this Directive must not affect the obligations of the Member States concerning the deadlines for transposition into national law and for implementation indicated in Annex III, Part B,</i></p>	

HAS ADOPTED THIS DIRECTIVE :

CHAPTER I
General Provisions

<u>Article 1</u>	Article 1 77/143/EEC
1. In each Member State, motor vehicles registered in that State and their trailers and semi-trailers shall undergo periodic roadworthiness tests in accordance with this Directive and its Annexes <i>I and II</i> .	
2. The categories of vehicles to be tested, the frequency of the tests and the items which must be tested are listed in Annexes I and II.	Article 2(1) 77/143/EEC

<u>Article 2</u>	Article 4 77/143/EEC
Roadworthiness tests within the meaning of this Directive shall be carried out by the State or by bodies or establishments designated and directly supervised by the State.	

<u>Article 3</u>	Article 5(1) 77/143/EEC
1. Member States shall take such measures as they deem necessary to make it possible to prove that a vehicle has passed a roadworthiness test complying with at least the provisions of this Directive.	
 These measures shall be notified to the Member States and to the Commission.	Article 5(2) 77/143/EEC

<p>2. Each Member State shall, on the same basis as if it had itself issued the proof, recognize the proof issued in another Member State to the effect that a motor vehicle registered in that other State, together with its trailer or semi-trailer, have passed a roadworthiness test complying with at least the provisions of this Directive.</p>	<p>Article 5(3) 77/143/EEC</p>
<p>3. Member States shall apply suitable procedures to establish, as far as practicable, that the brake performance of the vehicles registered in their territory meet requirements specified in _____ <i>this Directive.</i></p>	<p>Article 2 94/23/EC</p>

CHAPTER II
Exceptions and derogations

<u>Article 4</u>	
1.	Member States shall have the right to exclude from the scope of this Directive vehicles belonging to the armed forces and forces of law and order.
2.	Member States may, after consulting the Commission, exclude from the scope of this Directive, or subject to special provisions, certain vehicles operated or used in exceptional conditions and vehicles which are never, or hardly ever, used on public highways, or which are temporarily withdrawn from circulation.
3.	Member States may, after consulting the Commission, establish their own testing standards regarding _____ vehicles that are considered to be of historic interest.

Article 2(2)
77/143/EEC

Article 2(3)
77/143/EEC

Article 4
94/23/EC
(modified)

<u>Article 5</u>	
<p>Notwithstanding the provisions of Annexes I and II, Member States may:</p> <ul style="list-style-type: none"> — bring forward the date for the first compulsory roadworthiness tests and, where appropriate, submit the vehicle for testing prior to registration, — shorten the interval between two successive compulsory tests, — make the testing of optional equipment compulsory, — increase the number of items to be tested, — extend the periodic test requirement to other categories of vehicles, — prescribe special additional tests. <p>— require higher braking efficiency minima and may include testing against higher laden weights, than those specified in Annex II for those vehicles registered in their territory, provided such requirements do not exceed those of the vehicle's original type-approval.</p>	

Article 3
77/143/EEC

Article 3
94/23/EC

<p style="text-align: center;"><u>Article 6</u></p> <p>1. By way of derogation from the provisions of Annexes I and II, and until no later than _____ 1 January 1993, Member States may:</p> <ul style="list-style-type: none"> — postpone the date of the first compulsory roadworthiness test, — extend the interval between two successive compulsory roadworthiness tests, — reduce the number of items to be tested, — amend the categories of vehicles subject to compulsory roadworthiness tests, <p>provided that all the _____ <i>light commercial vehicles referred to in point 5 of Annex I</i> _____ are required to undergo roadworthiness tests in accordance with this Directive before that date.</p> <p>However, in Member States where there was no system of roadworthiness testing <i>comparable to that intended by this Directive</i> for this category of vehicles <i>as at 26 July 1988</i>, paragraph 1 shall apply until 1 January 1995.</p>	<p>Article 7(1) 77/143/EEC</p> <p style="text-align: center;">&</p> <p>Article 1(1) 88/449/EEC</p> <p>(⇒ art. 7(2) 77/143/EEC)</p>
<p>2. With regard to the _____ <i>private cars</i> referred to in point 6 of Annex I, paragraph 1 shall apply until 1 January 1994.</p> <p>However, in Member States where there was no system of regular roadworthiness testing comparable to that intended by this Directive for this category of vehicles as at 31 December 1991, paragraph 1 shall apply until 1 January 1998.</p>	<p>Article 1(1) 91/328/EEC</p> <p>(⇒ art. 7(3) 77/143/EEC)</p>

CHAPTER III
Final Provisions

<u>Article 7</u>	Article 1
1. The Council, acting by a qualified majority on a proposal from the Commission, shall adopt the separate directives necessary to define the minimum standards and methods for testing the items listed in Annex II.	91/225/EEC (⇒ art. 5a(1)) 77/143/EEC)
2. Any amendments which are necessary to adapt the standards and methods defined in the separate directives to technical progress shall be adopted in accordance with the procedure laid down in <i>Article 8</i>	Article 1 91/225/EEC (⇒ art. 5a(2)) 77/143/EEC)
<u>Article 8</u>	Article 1
1. The Commission shall be assisted by a Committee on the Adaptation to Technical Progress of the Directive on Roadworthiness Tests <i>for motor vehicles and their trailers, hereinafter referred to as 'Committee', which shall consist of representatives of the Member States with a representative of the Commission in the chair.</i>	91/225/EEC (⇒ art. 5b(1-2)) 77/143/EEC)
2. The Committee shall adopt its own rules of procedure.	

<p>3.</p> <p>The representative of the Commission shall submit to the Committee a draft of the measures to be taken. The Committee shall deliver its opinion on the draft within a time limit which the chairman may lay down according to the urgency of the matter. The opinion shall be delivered by the majority laid down in Article 148 (2) of the Treaty in the case of decisions which the Council is required to adopt on a proposal from the Commission. The votes of the representatives of the Member States within the Committee shall be weighted in the manner set out in the aforementioned Article. The chairman shall not vote.</p>	<p>Article 1 91/225/EEC (⇒ art. 5b(3-4) 77/143/EEC)</p>
<p>4</p> <p>(a) The Commission shall adopt the measures envisaged if they are in accordance with the opinion of the Committee.</p> <p>(b) If the measures envisaged are not in accordance with the opinion of the Committee, or if no opinion is delivered, the Commission shall, without delay, submit to the Council a proposal relating to the measures to be taken. The Council shall act by a qualified majority.</p> <p>If, within three months of the submission of the proposal to the Council, the Council has not acted, the proposed measures shall be adopted by the Commission.</p>	

<p style="text-align: center;"><u>Article 9</u></p> <p>1. The Commission shall, no later than 31 December 1998, submit a report to the Council on the implementation of _____ <i>roadworthiness testing to private cars,</i> accompanied by any proposal necessary, with particular reference to the frequency and content of tests.</p>	<p>Article 3 91/328/EEC</p>
<p>2. <i>It undertakes, at the latest three years after the introduction of regular testing of speed limitation devices, to examine whether, on the basis of experience gathered by that time, the tests laid down are sufficient to detect defective or manipulated speed limitation devices and whether the rules need to be amended.</i></p>	

<u>Article 10</u>	
<p><i>The Directives listed in Annex III, Part A are hereby repealed, without prejudice to the obligations of the Member States concerning the deadlines for transposition and implementation set out in Annex III, Part B.</i></p> <p><i>References to the repealed Directives shall be construed as reference to this Directive and should be read in accordance with the correlation table set out in Annex IV.</i></p>	

<u>Article 11</u>	
<p><i>1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive before 1 January 1996. They shall immediately inform the Commission thereof.</i></p> <p><i>When Member States adopt these provisions, they shall contain a reference to this Directive or shall be accompanied by such reference at the time of their official publication. The procedure for such reference shall be adopted by Member States.</i></p>	
<p><i>2. Member States shall communicate to the Commission the texts of the main provisions of domestic law which they adopt to comply with this Directive.</i></p>	

<u>Article 12</u>	
<p><i>This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Communities.</i></p>	

Article 13

This Directive is addressed to the Member States.

Done at Brussels,

For the Council
The President

ANNEX I

Categories of vehicle	Frequency of tests	
1. Motor vehicles used for the carriage of passengers and with more than eight seats, excluding the driver's seat	One year after the date on which the vehicle was first used, and thereafter annually	Annex I, category 1 77/143/EEC
2. Motor vehicles used for the carriage of goods and having a maximum permissible weight exceeding 3 500 kg	One year after the date on which the vehicle was first used, and thereafter annually	Annex I, category 2 77/143/EEC
3. Trailers and semi-trailers with a maximum permissible weight exceeding 3 500 kg	One year after the date on which the vehicle was first used, and thereafter annually	Annex I, category 3 77/143/EEC
4. Taxis, ambulances	One year after the date on which the vehicle was first used, and thereafter annually	Annex I, category 4 77/143/EEC
5. Motor vehicles with at least four wheels, normally used for the road carriage of goods and with a maximum permissible weight not exceeding 3 500 kg, excluding agricultural tractors and machinery	Four years after the date on which the vehicle was first used, and thereafter every two years	Article 1(2) 88/449/EEC (⇒ Annex I, category 5, 77/143/EEC)
6. Motor vehicles used for the road carriage of passengers and with not more than eight seats excluding the driver's seat	Four years after the date on which the vehicle was first registered, and thereafter every two years	Article 1(2) 91/328/EEC (⇒ Annex I, category 6, 77/143/EEC)

ANNEX II	ANNEX II
<p>The test shall cover at least the items listed below, provided that these are related to the obligatory equipment of the vehicle being tested in the Member State concerned.</p>	<p>intr. note (1) 77/143/EEC</p>
<p>The tests covered by this Annex may be carried out visually without disassembly of vehicle parts.</p>	<p>Article 1(1) 92/54/EEC</p>
<p>Where the vehicle is found to be defective with regard to the test items below, the competent authorities in the Member States shall adopt a procedure for setting the conditions under which the vehicle may be used before passing another roadworthiness test.</p>	<p>Article 1(1) 92/54/EEC</p>
<p><i>However, Member States should take care that vehicles not meeting the minimum provisions regarding braking systems and emissions shall not circulate on roads.</i></p>	

VEHICLES IN CATEGORIES 1, 2, 3, 4, 5 AND 6		
<p>1. BRAKING SYSTEMS</p> <p>The following items are to be included in the roadworthiness test of vehicle braking systems. The test results achieved during the checks of the braking systems shall be equivalent as far as is practicable to the technical requirements of Directive 71/320/EEC.</p>		<p>Article 1(1) 92/54/EEC (⇒ heading 1 Annex II, 77/143/EEC)</p>
<u>Items to be checked/tested</u>	<u>Reasons for failure</u>	Article 1(1) 92/54/EEC (*)
1.1. Mechanical condition and operation		
1.1.1. Footbrake pedal pivot	<ul style="list-style-type: none"> — too tight — bearing worn — excessive wear/play; 	Article 1(1) 92/54/EEC (*)
1.1.2. Pedal condition and travel of the brake operating device	<ul style="list-style-type: none"> — excessive or insufficient reserve travel — brake control not releasing correctly — anti-slip provision on brake pedal missing, loose or worn smooth; 	Article 1(1) 92/54/EEC (*)
1.1.3. Vacuum pump or compressor and reservoirs	<ul style="list-style-type: none"> — time taken to build up air pressure/vacuum for the effective operation of the brakes is excessive — insufficient air pressure/vacuum to give assistance for at least two applications of the brake after the warning device has operated (or gauge shows unsafe reading) — air leak causing a noticeable drop in pressure or audible air leaks; 	Article 1(1) 92/54/EEC (*)
1.1.4. Low pressure warning indicator or gauge	<ul style="list-style-type: none"> — malfunctioning or defective low pressure indicator/air pressure gauge; 	Article 1(1) 92/54/EEC (*)
1.1.5. Hand operated brake control valve	<ul style="list-style-type: none"> — cracked or damaged control, excessive wear — malfunction of control valve — control insecure on valve spindle or valve unit insecure — connections loose or leak in system — unsatisfactory operation; 	Article 1(1) 92/54/EEC (*)
1.1.6. Parking brake, lever control, parking brake ratchet	<ul style="list-style-type: none"> — parking brake ratchet not holding correctly — excessive wear at lever pivot or ratchet mechanism — excessive movement of lever indicating incorrect adjustment; 	Article 1(1) 92/54/EEC (*)
1.1.7. Braking valves (footvalves, unloaders, governors etc.)	<ul style="list-style-type: none"> — damaged, excessive air leakage — excessive discharge of oil from compressor — insecure/inadequate mounting — discharge of hydraulic brake fluid; 	Article 1(1) 92/54/EEC (*)

Items to be checked/tested	Reasons for failure	
1.1.8. Couplings for trailer brakes	<ul style="list-style-type: none"> — defective isolation taps or self-sealing valve — insecure/inadequate mounting — excessive leaks; 	Article 1(1) 92/54/EEC (*)
1.1.9. Energy storage reservoir pressure tank	<ul style="list-style-type: none"> — damaged, corroded, leaking — drain device inoperative — insecure/inadequate mounting; 	Article 1(1) 92/54/EEC (*)
1.1.10. Brake servo units, master cylinder (hydraulic systems)	<ul style="list-style-type: none"> — servo unit is defective or ineffective — master cylinder defective or leaking — master cylinder insecure — insufficient quantity of brake fluid — master cylinder reservoir cap missing — brake fluid warning light illuminated or defective — incorrect functioning of brake fluid level warning device; 	Article 1(1) 92/54/EEC (*)
1.1.11. Rigid brake pipes	<ul style="list-style-type: none"> — risk of failure or fracture — leaks from pipes or connections to couplings — damaged or excessively corroded — misplaced; 	Article 1(1) 92/54/EEC (*)
1.1.12. Flexible brake hoses	<ul style="list-style-type: none"> — risk of failure or fracture — damaged, chafing, brake hoses too short, twisted — leaks from hoses or couplings — hose bulging under pressure — porosity; 	Article 1(1) 92/54/EEC (*)
1.1.13. Brake coverings (lining spads)	<ul style="list-style-type: none"> — excessive wear — contaminated (oil, grease, etc.); 	Article 1(1) 92/54/EEC (*)
1.1.14. Brake drums, brake discs	<ul style="list-style-type: none"> — excessive wear, excessive scoring, cracks, insecure or fractured — contaminated (oil, grease, etc.) — back plate insecure; 	Article 1(1) 92/54/EEC (*)
1.1.15. Brake cables, rods, levers linkage	<ul style="list-style-type: none"> — cables damaged, knotted — excessively worn or corroded — cable or rod joint insecure — cable guide defective — any restriction to free movement of the brake system — any abnormal movement of levers/rods/linkage indicating maladjustment or excessive wear; 	Article 1(1) 92/54/EEC (*)

Items to be checked/tested	Reasons for failure	
1.1.16. Brake actuators (including spring brakes or hydraulic wheel cylinders)	<ul style="list-style-type: none"> — cracked or damaged — leaking — insecure/inadequate mounting — excessively corroded — excessive travel of operating piston or diaphragm mechanism — dust protection cover missing or excessively damaged; 	Article 1(1) 92/54/EEC (*)
1.1.17. Load sensing valve	<ul style="list-style-type: none"> — defective linkage — incorrect adjustment — seized, not working — missing; 	Article 1(1) 92/54/EEC (*)
1.1.18. Automatic slack adjusters indicating	<ul style="list-style-type: none"> — seized or abnormal movement, excessive wear or wrong adjustment — defective; 	Article 1(1) 92/54/EEC (*)
1.1.19. Retarder system (where fitted or required)	<ul style="list-style-type: none"> — insecure connectors or mountings — defective; 	Article 1(1) 92/54/EEC (*)
1.2. Service brake performance and efficiency		Article 1(1) 92/54/EEC (*)
1.2.1. Performance (progressively increased to maximum effort)	<ul style="list-style-type: none"> — Inadequate braking effort on one or more wheels — Braking effort from any wheel is less than 70 % of the highest recorded effort from another wheel on the same axle. In the case of brake testing on the road then the vehicle's deviation from a straight line is excessive — No gradual variation of brake effort (grabbing) — Abnormal time lag in brake operation at any wheel — Excessive fluctuation of brake effort due to distort discs or oval drums 	Article 1 94/23/EC (*)

Items to be checked/tested	Reasons for failure	
1.2.2. Efficiency	<p>— A braking ratio which relates to the maximum authorized mass or, in the case of semi-trailers, to the sum of the authorized axle loads where practicable, less than the following:</p> <p>Minimum braking efficiency</p> <p>Category 1 : 50 % (7)</p> <p>Category 2 : 43 % (8)</p> <p>Category 3 : 40 % (9)</p> <p>Category 4 : 50 %</p> <p>Category 5 : 45 % (10)</p> <p>Category 6 : 50 %</p> <p>— or a braking effort less than the reference values if specified by the vehicle manufacturer for the vehicle axle (11)</p>	Article 1 94/23/EC (*)
1.3. Secondary (emergency) brake performance and efficiency (if met by separate system)		Article 1(1) 92/54/EEC (*)
1.3.1. Performance	<p>— brake(s) inoperative on one side</p> <p>— braking effort from any wheel is less than 70 % of the highest recorded effort from another wheel on the same axle</p> <p>— no gradual variation of efficiency (grabbing)</p> <p>— automatic brake system not working in the case of trailers</p>	Article 1(1) 92/54/EEC (*)
1.3.2. Efficiency	<p>— For all vehicle categories, a braking ratio less than 50 % (12) of the service brake performance defined in 1.2.2. in relation to the maximum authorized mass or, in the case of semi-trailers, to the sum of the authorized axle loads</p>	Article 1 94/23/EC (*)

- (7) 48 % for Category 1 vehicles not fitted with ABS, or type approved before 1 October 1991 (date of prohibition of first putting into circulation without European component type-approval) (Directive 88/194/EEC (OJ No L 92, 9. 4. 1988, p. 47)).
- (8) 45 % for the vehicles registered after 1988 or from the date of adoption of the type-approval Directive 71/320/EEC, as amended by Directive 85/647/EEC (OJ No L 380, 31. 12. 1985, p. 1), within the Member States' national legislation, whichever is the later.
- (9) 43 % for semi-trailers and draw bar trailers registered after 1988 or from the date of adoption of the type approval Directive 71/320/EEC, as amended by Directive 85/647/EEC, within the Member States' national legislation, whichever is the later.
- (10) 50 % for Category 5 vehicles registered after 1988 or from the date of adoption of the type approval Directive 71/320/EEC, as amended by Directive 85/647/EEC; within the Member States' national legislation, whichever is the later.
- (11) The reference value for the vehicle axle is the braking effort (expressed in Newtons) necessary to achieve this minimum prescribed braking force at the particular weight that the vehicle is presented.
- (12) For Categories 2 and 5 vehicles the minimum secondary brake performance will be 2,2m/s² (as the secondary brake performance was not affected by Directive 85/647/EEC).

<u>Items to be checked/tested</u>	<u>Reasons for failure</u>	
1.4. Parking brake performance and efficiency		Article 1(1) 92/54/EEC (*)
1.4.1. Performance	— brake inoperative on one side	Article 1(1) 92/54/EEC (*)
1.4.2. Efficiency	— For all vehicle categories, a braking ratio less than 16 % in relation to the maximum authorized mass, or, for motor vehicles, less than 12 % in relation to the maximum authorized combination mass of the vehicle, whichever is greater.	Article 1 94/23/EC (*)
1.5. Retarder or exhaust brake system performance	— no gradual variation of efficiency (retarder) — defective;	Article 1(1) 92/54/EEC (*)
1.6. Anti-lock braking	— malfunction of the anti-lock warning device — defective.	Article 1(1) 92/54/EEC (*)

VEHICLES IN CATEGORIES 1, 2 AND 3	VEHICLES IN CATEGORIES 4, 5 AND 6	(**)
2. STEERING AND STEERING WHEEL	2. STEERING	Article 1(3) 88/449/EEC (*)
2.1. Mechanical condition 2.2. Steering wheel 2.3. Steering play	2.1. Mechanical condition 2.2. Steering play 2.3. Steering system attachment 2.4. Wheel bearings	Article 1(3) 88/449/EEC (*)
3. VISIBILITY	3. VISIBILITY	Article 1(3) 88/449/EEC (*)
3.1. Field of vision 3.2. Condition of glass 3.3. Rear-view mirrors 3.4. Windscreen wipers 3.5. Screenwashers	3.1. Field of vision 3.2. Condition of glass 3.3. Rear-view mirrors 3.4. Windscreen wipers 3.5. Screenwashers	Article 1(3) 88/449/EEC (*)
4. LAMPS, REFLECTORS, AND ELECTRICAL EQUIPMENT	4. LIGHTING EQUIPMENT	Article 1(3) 88/449/EEC (*)
4.1. Main and dipped-beam headlamps 4.1.1. Condition and operation 4.1.2. Alignment 4.1.3. Switches 4.1.4. Visual efficiency	4.1. Main and dipped-beam headlamps 4.1.1. Condition and operation 4.1.2. Alignment 4.1.3. Switches	Article 1(3) 88/449/EEC (*)
4.2. Side lamps and end-outline marker lamps 4.2.1. Condition and operation 4.2.2. Colour and visual efficiency	4.2. Condition and operation, condition of lenses, colour and visual efficiency of: 4.2.1. Side and rear lamps 4.2.2. Stop lamps 4.2.3. Direction-indicator lamps 4.2.4. Reversing lamps 4.2.5. Fog lamps 4.2.6. Registration plate lamps 4.2.7. Reflex reflectors 4.2.8. Hazard warning lamps	Article 1(3) 88/449/EEC (*)

VEHICLES IN CATEGORIES 1, 2 AND 3	VEHICLES IN CATEGORIES 4, 5 AND 6	(**)
4.3. Stop lamps 4.3.1. Condition and operation 4.3.2. Colour and visual efficiency		Article 1(3) 88/449/EEC (*)
4.4. Direction-indicator lamps 4.4.1. Condition and operation 4.4.2. Colour and visual efficiency 4.4.3. Switches 4.4.4. Flashing frequency		Article 1(3) 88/449/EEC (*)
4.5. Front and rear fog lamps 4.5.1. Position 4.5.2. Condition and operation 4.5.3. Colour and visual efficiency		Article 1(3) 88/449/EEC (*)
4.6. Reversing lamps 4.6.1. Condition and operation 4.6.2. Colour and visual efficiency		Article 1(3) 88/449/EEC (*)
4.7. Rear registration plate lamp		Article 1(3) 88/449/EEC (*)
4.8. Reflex reflectors — Condition and colour		Article 1(3) 88/449/EEC (*)
4.9. Tell-tales		Article 1(3) 88/449/EEC (*)
4.10. Electrical connections between tractor vehicle and trailer or semi-trailer		Article 1(3) 88/449/EEC (*)
4.11. Electrical wiring		Article 1(3) 88/449/EEC (*)
5. AXLES, WHEELS, TYRES, SUSPENSION	5. AXLES, WHEELS, TYRES, SUSPENSION	Article 1(3) 88/449/EEC (*)
5.1. Axles	5.1. Axles	Article 1(3) 88/449/EEC (*)
5.2. Wheels and tyres	5.2. Wheels and tyres	Article 1(3) 88/449/EEC (*)
5.3. Suspension	5.3. Suspension	Article 1(3) 88/449/EEC (*)

VEHICLES IN CATEGORIES 1, 2 AND 3	VEHICLES IN CATEGORIES 4, 5 AND 6	(**)
6. CHASSIS AND CHASSIS ATTACHMENTS	6. CHASSIS AND CHASSIS ATTACHMENTS	Article 1(3) 88/449/EEC (*)
6.1. Chassis or frame and attachments 6.1.1. General condition 6.1.2. Exhaust pipes and silencers 6.1.3. Fuel tank and pipes 6.1.4. Geometric properties and condition of rear protective device, heavy lorries 6.1.5. Spare wheel carrier 6.1.6. Coupling mechanism on tractor vehicles, trailers and semi-trailers	6.1. Chassis or frame and attachments 6.1.1. General condition 6.1.2. Exhaust pipes and silencers 6.1.3. Fuel tank and pipes 6.1.4. Spare wheel carrier 6.1.5. Security of coupling mechanism (if fitted)	Article 1(3) 88/449/EEC (*)
6.2. Cab and bodywork 6.2.1. General condition 6.2.2. Mounting 6.2.3. Doors and locks 6.2.4. Floor 6.2.5. Driver's seat 6.2.6. Running boards	6.2. Bodywork 6.2.1. Structural condition 6.2.2. Doors and locks	Article 1(3) 88/449/EEC (*)
7. OTHER EQUIPMENT	7. OTHER EQUIPMENT	Article 1(3) 88/449/EEC (*)
7.1. Safety belts	7.1. Mounting of driver's seat	Article 1(3) 88/449/EEC (*)
7.2. Fire extinguisher	7.2. Mounting of battery	Article 1(3) 88/449/EEC (*)
7.3. Locks and anti-theft device	7.3. Audible warning device	Article 1(3) 88/449/EEC (*)

VEHICLES IN CATEGORIES 1, 2 AND 3	VEHICLES IN CATEGORIES 4, 5 AND 6	(**)
7.4. Warning triangle	7.4. Warning triangle	Article 1(3) 88/449/EEC (*)
7.5. First-aid kit	7.5. Safety belts 7.5.1. Security of mountings 7.5.2. Condition of belts 7.5.3. Operation	Article 1(3) 88/449/EEC (*)
7.6. Wheel chock(s)		Article 1(3) 88/449/EEC (*)
7.7. Audible warning device		Article 1(3) 88/449/EEC (*)
7.8. Speedometer		Article 1(3) 88/449/EEC (*)
7.9. Tachograph (presence of, and integrity of seals)		Article 1(3) 88/449/EEC (*)
<ul style="list-style-type: none"> - check validity of tachograph plate if required by Council Regulation (EEC) N° 3821/85¹³ - check whether tyre nominal circumference matches the data given on the tachograph plate if required - where practical, check that the seals of the tachograph and, where appropriate, any other means of protecting the connections against fraudulent manipulation are intact 		

¹³ Council Regulation (EEC) N° 3821/85 of 20 December 1985 on recording equipment in road transport (OJ N° L 370, 31.12.1985, p. 8. Last amended by Commission Regulation (EEC) N° 3688/92 (OJ N° L 374, 22.12.1992, p. 12).

VEHICLES IN CATEGORIES 1, 2 AND 3	VEHICLES IN CATEGORIES 4, 5 AND 6	(**)
<p>7.10. <i>Speed limitation device</i></p> <ul style="list-style-type: none"> - <i>where possible, check whether speed limiter is fitted if required by Directive 92/6/EEC¹⁴</i> - <i>check validity of speed limiter plate</i> - <i>where practical, check that the seals of the speed limiter and, where appropriate, any other means of protecting the connections against fraudulent manipulation are intact</i> 		
8. NUISANCE	8. NUISANCE	Article 1(3) 88/449/EEC (*)
8.1. Noise	8.1. Noise	Article 1(3) 88/449/EEC (*)

¹⁴ Council Directive of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community (OJ N° L 57 of 2.3.1992, p. 27).

VEHICLES IN CATEGORIES 1, 2, 3, 4, 5 and 6		
8.2.	Exhaust emissions	Article 1(1) 92/55/EEC (*)
8.2.1.	<p><i>Motor vehicles equipped with positive-ignition (petrol) engines</i></p> <p>(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.</p> <ol style="list-style-type: none"> 1. Visual inspection of the exhaust system in order to check that there are no leakages. 2. If appropriate, visual inspection of the emission control system in order to check that the required equipment has been fitted. <p>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).</p> <p>The maximum permissible CO content in the exhaust gases is that stated by the vehicle manufacturer. Where this information is not available or where Member States' competent authorities decide not to use it as a reference value, the CO content must not exceed the following:</p> <ul style="list-style-type: none"> — 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 (15) and 1 October 1986: CO — 4,5 vol %, — for vehicles registered or put into service for the first time after 1 October 1986: CO — 3,5 vol %. <p>(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.</p> <ol style="list-style-type: none"> 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 measuring the lambda value and the CO content of the exhaust gases in accordance with Section 4 or with the procedures proposed by the manufacturers and approved at the time of type-approval. For each of the tests the engine is conditioned in accordance with the vehicle manufacturer's recommendations. 4. Exhaust pipe emissions — limit values <ul style="list-style-type: none"> — Measurement at engine idling speed: The maximum permissible CO content in the exhaust gases is that stated by the vehicle manufacturer. Where this information is not available, the maximum CO content must not exceed 0,5 vol %. — Measurement at high idle speed, engine speed to be at least 2 000 rev/min : CO content: maximum 0,3 vol % Lambda: 1 +/- 0,03 or in accordance with the manufacturer's specifications. 	<p>Article 1(1) 92/55/EEC (*)</p> <p>new unity</p>

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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 ~~the exhaust emissions from motor vehicles~~ *emissions from motor vehicles* (OJ No L 76, 9. 3. 1970, p. 1) + corr. OJ L 81, 11.4.1970, p. 15). Last amended by the European Parliament and Council Directive 94/12/EC (OJ N° L 100, 19.4.1992, p. 42).

VEHICLES IN CATEGORIES 1, 2, 3, 4, 5 AND 6	
<p>8.2.2. <i>Motor vehicles equipped with compression ignition (diesel) engines</i></p> <p>Measurement of exhaust gas opacity with free acceleration (no load from idling up to cut-off speed). The level of concentration must not exceed the level recorded on the plate pursuant to Directive 72/306/EEC⁽¹⁶⁾.</p> <p>Where this information is not available or where Member States' competent authorities decide not to use it as a reference, the limit values of the co-efficient of absorption are as follows:</p> <p>Maximum co-efficient of absorption for:</p> <ul style="list-style-type: none"> — Naturally aspirated diesel engines = 2,5 m⁻¹, — Turbo-charged diesel engines = 3,0 m⁻¹, <p>or equivalent values where use is made of equipment of a type different from that used for EEC type-approval.</p> <p>Vehicles registered or put into service for the first time before 1 January 1980 are exempted from these requirements.</p>	<p>Article 1(1) 92/55/EEC (*)</p>
<p>8.2.3. <i>Test equipment</i></p> <p>Vehicle emissions are tested using equipment designed to establish accurately whether the limit values prescribed or indicated by the manufacturer have been complied with.</p>	<p>Article 1(1) 92/55/EEC (*)</p>
<p>8.2.4. Where, during EEC type-approval, a type of vehicle is found not to have satisfied the limit values laid down by this Directive, the Member States may lay down higher limit values for that type of vehicle on the basis of proof supplied by the manufacturer. They must inform the Commission thereof forthwith and it in turn will inform the other Member States.</p>	<p>Article 1(1) 92/55/EEC (*)</p>

(16) 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 No L 190, 20. 8. 1972, p. 1). Last amended by Commission Directive 89/491/EEC (OJ No L 238, 15. 8. 1989, p. 43).

VEHICLES IN CATEGORIES 1, 2 AND 3	VEHICLES IN CATEGORIES 4, 5 AND 6	(**)
8.3. Suppression of radio interference		Article 1(3) 88/449/EEC (*)
9. SUPPLEMENTARY TESTS FOR PUBLIC TRANSPORT VEHICLES		Article 1(3) 88/449/EEC (*)
9.1. Emergency exit(s) (including hammers for breaking windows), signs indicating emergency exit(s)		Article 1(3) 88/449/EEC (*)
9.2. Heating system		Article 1(3) 88/449/EEC (*)
9.3. Ventilation system		Article 1(3) 88/449/EEC (*)
9.4. Seat lay-out		Article 1(3) 88/449/EEC (*)
9.5. Interior lighting		Article 1(3) 88/449/EEC (*)
10. VEHICLE IDENTIFICATION	10. VEHICLE IDENTIFICATION	Article 1(3) 88/449/EEC (*)
10.1. Registration number plate	10.1. Registration number plate	Article 1(3) 88/449/EEC (*)
10.2. Chassis number	10.2. Chassis number	Article 1(3) 88/449/EEC (*)

(*) => under the same point of Annex II, Directive 77/143/EEC modified.

(**) The items to be checked/tested for category 4 (taxis and ambulances) are listed in the left column of Annex II, Directive 77/143/EEC.

ANNEX III Part A
Repealed Directives
(referred to in Article 10)

Council Directive 77/143/EEC on the approximation of the laws of the Member States relating to roadworthiness tests for motor vehicles and their trailers and its successive amendments :

- **Council Directive 88/449/EEC**
- **Council Directive 91/225/EEC**
- **Council Directive 91/328/EEC**
- **Council Directive 92/54/EEC**
- **Council Directive 92/55/EEC**
- **Commission Directive 94/23/EC.**

ANNEX III, Part B

<u>Directive</u>	<u>Deadlines</u>	
	<u>for transposition</u>	<u>for implementation</u>
77/143/EEC (OJ No. L 47, 18.2.1977, p. 47)	31 December 1977	31 December 1977
88/449/EEC (OJ No. L 222, 12.8.1988, p. 10)	27/28 July 1990	27/28 July 1990
91/225/EEC (OJ No. L 103, 23.4.1991, p. 3)	1 January 1992	1 January 1992
91/328/EEC (OJ No. L 178, 6.7.1991, p. 29)	1 July 1993	1 July 1993
92/54/EEC (OJ No. L 225, 10.8.1992, p. 63)	21/22 June 1993	21/22 June 1993
92/55/EEC (OJ No. L 225, 10.8.1992, p. 68)	21/22 June 1993	
for the vehicles referred to in section 8.2.1(a) of Annex II :		1 January 1994
for the vehicles referred to in section 8.2.2 of Annex II :		1 January 1996
for the vehicles referred to in section 8.2.1 (b) of Annex II :		1 January 1997
94/23/EC (OJ No. L 147, 14.6.1994, p. 6)	1 January 1997	1 January 1997

JB/hv/roadann1

CORRELATION TABLE No. 1

This Directive	77/143/EEC	88/449/EEC	91/225/EEC	91/328/EEC	92/54/EEC	92/55/EEC	94/23/EC
Art. 1 (1)	Art. 1						
Art. 1 (2)	Art. 2 (1)						
Art. 2	Art. 4						
Art. 3 (1) - 1st par	Art. 5 (1)						
Art. 3 (1) - 2nd par	Art. 5 (2)						
Art. 3 (2)	Art. 5 (3)						
Art. 3 (3)							Art. 2
Art. 4 (1)	Art. 2 (2)						
Art. 4 (2)	Art. 2 (3)						
Art. 4 (3)							Art. 4
Art. 5 (1-6 indent)	Art. 3						
Art. 5 (7 indent)							Art. 3
Art. 6 (1)	Art. 7 (1)	Art. 1 (1)					
Art. 6 (2)				Art. 1 (1)			
Art. 7 (1-2)			Art. 1				
Art. 8 (1-4)			Art. 1				
Art. 9 (1)				Art. 3			
Art. 9 (2)							
Art. 10							
Art. 11 (1)	Art. 6	Art. 2 (1)	Art. 2 (1)	Art. 2 (1)	Art. 2 (1)	Art. 2 (1 - 3)	Art. 5 (1)
Art. 11 (2)		Art. 2 (2)	Art. 2 (2)	Art. 2 (2)	Art. 2 (2)	Art. 2 (4)	Art. 5 (2)
Art. 12							
Art. 13	Art. 8	Art. 3	Art. 3	Art. 4	Art. 3	Art. 3	Art. 6

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CORRELATION TABLE No. 2

This Directive	77/143/EEC	88/449/EEC	91/225/EEC	91/328/EEC	92/54/EEC	92/55/EEC	94/23/EC
Annex I category 1 category 2 category 3 category 4 category 5 category 6	Annex I category 1 category 2 category 3 category 4	Art. 1 (2)		Art. 1 (2)			

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CORRELATION TABLE No. 3

JB/hv/roadann3

This Directive	77/143/EEC	88/449/EEC	91/225/EEC	91/328/EEC	92/54/EEC	92/55/EEC	94/23/EC
Annex II (*)	Annex II						
intr. note (1)	intr. note (1)						
intr. note (2)					Art. 1 (1)		
intr. note (3)					Art. 1 (1)		
intr. note (4)							
point 1 -							
point 1.2.					Art. 1 (1)		
point 1.2.1. -							Art. 1
point 1.2.2.							
Point 1.3. -					Art. 1 (1)		
point 1.3.1.							
Point 1.3.2.							Art. 1
Point 1.4. -					Art. 1 (1)		
point 1.4.1.							
Point 1.4.2.							Art. 1
Point 1.5. -					Art. 1 (1)		
Point 1.6.							
Point 2 -		Art. 1 (3)					
Point 7.8							
Point 7.9	Art. 1(3)						
(1 - 3 indent)							
Point 7.10							
(1 - 3 indent)							
Point 8 -		Art. 1 (3)					
Point 8.1.							
Point 8.2. -						Art. 1 (1)	
Point 8.2.4.							
Point 8.3. -							
Point 10.2.		Art. 1 (3)					

(*) N.B. : Category 4 (taxis and ambulances) is transferred from the left column to the right one (with categories 5 & 6) in Annex II.

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