COMMISSION OF THE EUROPEAN COMMUNITIES

COM(74) 2177 final.
Brussels, 20 december 1974

Proposal for a

COUNCIL DIRECTIVE

on the approximation of the laws of the Member States
relating to the type-approval of motorcycles

(submitted to the Council by the Commission)

BACKGROUND NOTE

1. General

Comparative examination of the laws, regulations and administrative provisions of the Member States in the motorcycle sector has revealed certain variations which give rise to technical barriers to trade. The removal of these barriers warrants the action laid down in the "General programme to eliminate technical barriers to trade resulting from disparities between the laws, regulations and administrative provisions of the Member States", adopted by the Council on 18 May 1969 (1).

Moreover, it is stipulated in the Council Resolution of 17 December 1973 on industrial policy (2) that this proposal for a Council Directive shall be forwarded before 1 January 1975.

The existing situation in the Member States, and the broad lines of action taken at Community level to remedy the resultant disadvantages, are summarised below.

2. Action proposed at Community level.

For the purposes of road safety, Member States carry out various checks on motorcycles. By means of national type-approval procedures in particular, they verify whether the prototype motorcycle and certain motorcycle parts and characteristics actually comply with the national provisions concerning the construction and functioning of the motorcycle itself and of certain parts and characteristics of the vehicle.

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(1) OJ No C76 of 17 June 1969

(2) OJ No C117 of 31 December 1973

3. The type-approval procedure, which is in operation in most of the Member States, obliges the manufacturer to submit to the competent authorities a standard motorcycle which is first off the production line, accompanied by an "information document" giving the principal characteristics of the motorcycle. The competent authorities then carry out checks and tests laid down by law and if these are conclusive they issue a "type-approval certificate" to the manufacturer. The latter completes a "certificate of conformity" for each motorcycle conforming to the type approved. This certificate is essential to enable the authorities to attend to the registration of the motorcycle and its entry into service.

4. Since these controls have to be repeated in various forms in each importing Member State, barriers to trade may arise.
The action taken by the Commission aims at removing these barriers by introducing a Community type-approval procedure, the terms of which are set out in this Directive. In its Annexes, the Directive describes the models of the documents which the manufacturer must supply or which the competent authorities must complete. The corollary of this common procedure is the mutual recognition of checks.

5. With an "optional" method of harmonization, Member States can keep the option of maintaining their own legal provisions in force alongside Community-inspired provisions.
This solution which has already been proposed and adopted in the motor vehicle and wheeled forestry or agricultural tractor sectors, may also be introduced in the sector under consideration, since firms operating in an enlarged market are able to take advantage of economies of scale which offset any advantages which other firms, operating in a purety domestic market, may gain by adhesing to currently less stringent national standards.

6. The interested parties, namely the users and manufacturers, were consulted at each stage of the elaboration of the directive and the Commission's departments have taken into account, as far as possible, their suggestions and remarks.

7. Outline of and comments on the proposal for a directive

The implementation of a Community type-approval system entails drafting a general Directive to define the EEC type-approval procedure itself.
These comments therefore concern the proposal for a directive on the approximation of the laws of the Member States relating to the EEC type-approval of motorcycles.

The field of application covers the Community motorcycle, that is to say a vehicle with two or three wheels fitted with a combustion engine with a cylinder capacity not exceeding 50 cc, the maximum design speed of which does not exceed 45 km/h. For three-wheeled vehicles, the weight unladen must not exceed 400 kg.

The Commission has adopted this definition in the belief that the parameters chosen are the most suitable for this type of vehicle. For two-wheeled motorcycles, the minimum speed and cylinder capacity requirement alone enables a whole range of vehicles to be considered detailed safety requirements for which are to be laid down in special provisions (for braking, etc.). Outside this range there are vehicles of a quite different kind, in respect of which the Commission has already presented a proposal for a directive on the type-approval of mopeds[1]. The Commission considers that it was not advisable systematically to define these two categories of vehicle in relation to each other, in view of the differences in their characteristics and market penetration potential. Accordingly, the lower weight limit of 250 kg was not introduced, as the Commission believed it was not advisable to exclude certain types of leighter vehicles which might not meet all the necessary safety requirements.

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(1) COM (72) 1645 of 19 January 1973.

As far as three-wheeled vehicles are concerned, the Commission has taken account of the United Nations Convention on Road Traffic (Vienna, 8 November 1968) which set a weight limit of 400 kg beyond which extra requirements have to be met (for example, vehicles must have a reserve gear). The Working Party on "removal of technical barriers to trade - motor vehicles", having been consulted on this subject expressed divergent points of view, some delegations, in particular the United Kingdom delegation asking for this limit to be substantially raised. (Article 1).

The EEC type-approval procedure requires the manufacturer to enclose a form with his request for type-approval (information document as shown in model in Annex I), giving particulars of the type of motorcycle for which he has requested approval (Article 3).

The competent authorities establish whether the data given in the information document conform to the type submitted, and carry out the required checks.

The results of these checks are entered on a form known as the "type-approval certificate", the model of which appears in Annex II to the Directive (Articles 2 - 4).
This type-approval certificate also lists the relevant directives necessary for the full type-approval of motorcycles.
Furthermore the Danish delegation thought the drafting of a directive on couplings to be unnecessary.

In respect of each type of motorcycle approved or for which approval has been refused, the competent authorities in each Member State send copies of the information document and the relevant type-approval certificate to their counterparts in the other Member States (Article 5(1)).

For each motorcycle conforming to the approved type, the manufacturer completes a certificate of conformity, the model of which appears in Annex III. This certificate of conformity of theproduction models to the type approved in all the Member States permits these motorcycles to be marketed freely within the Community (Article 5 (2)).

The Directive lays down a system of reciprocal information on any issue, withdrawal, refusal or amendment of a type-approval (Article 6).

Freedom to market motorcycles which are accompanied by a certificate of conformity must not be hampered for reasons relating to their construction or to their functioning (Article 7 (1)).

The Directive lays down the measures to be taken in cases where a motorcycle accompanied by a certificate of conformity fails to conform to the approved type, if the former constitutes a hazard to road safety (Article 7 (2)). It also lays down the procedure to be followed in the event of legal proceedings between Member States over a dispute concerning conformity (Article 8).

The Directive takes account of the possibility that a Member State may be forced to adopt exceptional measures to withhold registration or ban the import, sale, entry into service or use of motorcycles which, despite the conformity of the components to the type-approval certificate, nevertheless reveal unforeseen faults. The right for a individual State to apply such a ban may be accepted, subject only to the condition that a rapid procedure exists for notifying the other Member States and the Commission so that the Commission can take the most appropriate action (Article 9).

Since entry into force of the various special directives will be spread over a period of time, it is provided that requirements already harmonized by means of directive may be used for the purposes of national type-approval. On the other hand, the manufacturer may inform the other Member States of the checks already carried out by one Member State on the basis of already harmonized requirements (Article 10).

To allow for technical progress, and in addition the need for rapid modification of the technical specifications, a procedure has been proposed for cooperation between the Member States and the Commission in a Committee "Motor Vehicles" set up by the Council Directive 70/156/CEE of 6 February 1970 concerning the approximation of laws of the Member States relating to the type approval of motor vehicles and their trailers (1). This procedure must in principle be applicable in order to amend any technical Annexes which accompany the special directives.
These directives can, where appropriate, provide for exceptions to this principle (Article 12).

Article 13 provides for two deadlines; before expiry of the first, Member States are required to adopt and publish the measures necessary to conform to the directive. The second deadline sets the date by which all the Member States must simultaneously bring into force the common rules (Article 13 (1)).

The Commission must be informed within reasonable time of any draft measures prepared by the Member States in the field covered by this Directive, the purpose being to enable the Commission to formulate any observations on such measures (Article 13 (2)).

8. Consultation with the European Parliament and the Economic and Social Committee

The opinions of these two authorities are required pursuant to the second paragraph of Article 100 of the EEC Treaty. In the case of some Member States, implementation of the requirements laid down by the Directive will call for amendments to their legislation.

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(1) OJ n° L 42 of 23 February 1970

PROPOSAL FOR A COUNCIL DIRECTIVE ON THE APPROXIMATION OF THE LAWS OF THE MEMBER STATES RELATING TO THE TYPE-APPROVAL OF MOTORCYCLES

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

To the Treaty establishing the European Economic Community and in particular Article 100 thereof ;

To the proposal from the Commission ;

To the Opinion of the European Parliament ;

To the Opinion of the Economic and Social Committee ;

In each Member State, motorcycles must have certain characteristics which comply with mandatory technical requirements ; whereas such requirements differ from one Member State to another and consequently hinder trade within the European Economic Community ;

Such barriers to the establishment and functioning of a common market can be reduced and even eliminated if all Member States adopt the same requirements, either in addition to or in place of their existing laws ;

It is the established practice of the Member States to check that motorcycles comply with the relevant technical requirements before they are placed on the market ; whereas this check is carried out on motorcycle types ;

The harmonized technical requirements applicable to individual parts and characteristics of a motorcycle should be defined in special directives;

At Community level it is necessary to introduce a Community type-approval procedure in order that compliance with these requirements can be checked and that each Member State recognizes checks carried out by other Member States ;

This procedure should enable each Member State to ascertain whether a motorcycle type has been subjected to the checks laid down by the special directives and listed in a type-approval certificate ; whereas this procedure should enable manufacturers to complete a certificate of conformity for all motorcycles which conform to an approved type ; whereas a motorcycle accompanied by such a certificate should be considered by all Member States as conforming to their own laws ; whereas each Member State should inform the other Member States of its findings by sending a copy of thetype-approval certificate completed for each motorcyle type approved ;

It must be possible to grant type-approval on the basis of Community requirements as and when the special directives relating to the various motorcycle parts and characteristics enter into force, national requirements remaining applicable in respect of parts and characteristics still not covered by such directives ;

A motorcycle may conform to an approved type but nevertheless have certain features which are potential road safety hazards; whereas it is therefore advisable to lay down an appropriate procedure to preclude such hazards ;

Technical progress could make it necessary to carry out rapid adjustments to the Annexes of this Directive and to the technical requirements defined in separate directives ; and whereas, in order to facilitate the implementation of measures required for this purpose, a procedure should be laid down for establishing close cooperation between the Member States and the Commission within the Committee set up by the Council Directive 70/156/CEE of 6 February 1970 concerning the approximation of laws of the Member States relating to the type-approval of motor vehicles and their trailers (1),

HAS ADOPTED THIS DIRECTIVE :

CHAPTER I

Definitions

Article 1

For the purposes of this Directive, the term "motorcycle" means any vehicle having two or three wheels with a maximum design speed exceeding 45 km/h and in the case of a three-wheeled vehicle a weight unladen not exceeding 400 kg.
If this vehicle is powered by a combustion engine its cylinder capacity shall exceed 50 cm^3.

Article 2

For the purposes of this Directive :

a) "national type-approval" means the administrative procedure known as :

- agréation par type/aanneming, in Belgian law ;
- standardtypegodkendelse, in Danish law ;
- allgemeine Betriebserlaubnis, in German law ;
- réception par type, in French law ;
- type-approval, in Irish law ;
- omologazione or approvazione del tipo, in Italian law ;
- agréation, in Luxembourg law ;
- typegoedkeuring, in Dutch law ;
- type-approval, in British law.

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(1) OJ No 42 of 23 February 1970

(b) "EEC type-approval", means the procedure whereby a Member State certifies that a type of motorcycle satisfies the technical requirements of the special directives and the checks listed in the EEC type-approval certificate, the model of which is given in Annex II.

CHAPTER II

EEC type-approval of motorcycles

Article 3

Application for type-approval shall be submitted by the manufacturer or his authorized representative to a Member State. The application shall be accompanied by an information document, the model of which is given in Annex I, and by the documents referred to therein. No application in respect of any one type of motorcycle may be submitted to more than one Member State.

Article 4

1. A Member State shall approve all motorcycle types which satisfy the following conditions, namely ,

   a) the motorcycle type must conform to the particulars in the information document ;

   b) the motorcycle type must satisfy the checks listed in the model type-approval certificate, referred to in Article 2 (b).

2. The Member State which has granted type-approval shall take the necessary measures to verify, insofar as it is necessary and, if need be, in cooperation with the competent authorities of the Member States, that production models conform to the approved prototype. Such verification shall be confined to spot checks.

   Each Member State shall complete all the sections of a type-approval certificate for each motorcycle type which it approves.

Article 5

1. The competent authorities of each Member State shall, within one month, send to the competent authorities of other Member States, a copy of the information document and approval certificate for each motorcycle type which they approve or refuse to approve.

2. The manufacturer or his authorized representative in the country of registration shall complete a certificate of conformity, the model of which is given in Annex III, for each motorcycle manufactured in conformity with the approved prototype.

3. Member States may, however, for the purposes of taxation of a motorcycle model or completion of its registration documents, ask for particulars not mentioned in Annex III to be given on the certificate of conformity, provided that such particulars are explicitly stated on the information document and can derived therefrom by a straightforward calculation.

Article 6

1. The Member State which has granted the EEC type-approval must take the necessary measures to ensure that it is informed of any cessation of production and of any change in the particulars appearing in the information document.

2. If the State in question considers that such a change does not require an amendment to the existing type-approval certificate, or completion of a fresh type-approval certificate, the competent authorities of that State shall inform the manufacturer thereof and shall send to the competent authorities of the other Member States, in periodic batches, copies of amendments to information documents which have already been distributed.

3. If the State in question finds that an amendment to an information document warrants fresh checks or tests and that it is accordingly necessary to amend the existing type-approval certificate or complete a fresh type-approval certificate, the competent authorities of that State shall inform the manufacturer thereof and shall, within one month of such fresh documents being completed, send them to the competent authorities of the other Member States.

4. Where a type-approval certificate is amended or replaced, or is no longer valid because the type to which it relates has been taken out of production, the competent authorities of the Member State which granted the type-approval shall, within one month, communicate to the competent authorities of the other Member States the serial numbers of the last motorcycle manufactured in conformity with the old certificate and, where applicable, the serial numbers of the first motorcycle manufactured in conformity with the new or amended certificate.

Article 7

1. No Member State may refuse to register or prohibit the sale, entry into service or use of any new motorcycle on grounds relating to its construction or functioning, where that vehicle is accompanied by a certificate of conformity.

2. Nevertheless, a Member State may refuse to register or prohibit the sale, entry into service or use of any model of motorcycle which, consistently fails to conform to the approved prototype.

There shall be failure to conform to the approved prototype where deviations from the particulars in the information document are found to exist and where these deviations have not been authorized under Article 6(2) or (3) by the Member State which granted the type-approval. A motorcycle shall not be considered to deviate from the approved type where tolerances are permitted by separate directives and these tolerances are respected.

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Article 8

1. If the Member State which has granted EEC type-approval finds that a number of motorcycles accompanied by a certificate of conformity do not conform to the type which it has approved, it shall take the necessary measures to ensure that the production models conform to the approved type. The competent authorities of that State shall advise those of the other Member States of the measures taken which may, where necessary, extend to withdrawal of EEC type-approval.

   The said authorities shall take like measures if they are informed by the competent authorities of another Member State of such failure to conform.

2. The competent authorities of the Member States shall inform each other within one month of any withdrawal of EEC type-approval, and of the reasons for such withdrawal.

Article 9

If a Member State finds that motorcycles of a particular type are a hazard to road safety although they are accompanied by a properly issued certificate of conformity, then that State may, for a maximum period of 6 months, refuse to register such vehicles or prohibit their sale, entry into service or use on its territory. It shall forthwith inform the other Member States and the Commission thereof, stating the reasons for its decision.

Article 10

Once this Directive has entered into force and as the special Directives necessary for the granting of EEC type-approval become applicable :

- in those Member States where motorcycles or a category of motorcycles are subject to national type-approval,

that approval shall be based on the harmonized technical requirements instead of the corresponding national requirements, if the applicant so requests ;

- no Member State where motorcycles or a category of motorcycle are not subject to national type-approval, may refuse the registration or prohibit the sale, entry into service or use of such motorcycles on the grounds that harmonized technical requirements have been complied with instead of the corresponding national requirements, if the competent authorities of the said States have been informed thereof by the manufacturer or by his authorized representative,

- on application by the manufacturer or his authorized representative and on submission of the information document referred to in Article 3, the Member State concerned shall complete the sections of the type-approval certificate referred to in Article 2 (b). A copy of this certificate shall be issued to the applicant. The other Member States shall accept this copy as proof that the requisite tests have been carried out.

Article 11

All decisions taken pursuant to the provisions adopted in implementation of this Directive and refusing or withdrawing type-approval, or refusing registration or prohibiting sale or use, shall state in detail the reasons on which they are based. Any such decision shall be notified to the party concerned, who shall at the same time be informed of the remedies available to him under the laws in force in the Member States and of the time limits allowed for the exercise of such remedies.

CHAPTER III

General and final provisions

Article 12

Any changes which are necessary in order to adapt :

- Annexes I, II and III of this Directive, or
- the provisions contained in the special Directives referred to in Annex II,

to take account of technical progress shall be adopted in accordance with the procedure laid down in Articles 12 and 13 of the Council Directive 70/156/CEE of 6 February 1970 on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers.

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Article 13

1. Member States shall adopt and publish the provisions needed in order to comply with this Directive before 1 April 1976 and shall forthwith inform the Commission thereof. They shall apply these provisions from 1 October 1976.

2. As soon as this Directive has been notified, the Member States shall ensure that the Commission is informed in sufficient time to enable it to submit its comments, of any draft laws, regulations or administrative provisions which they intend to adopt in the field covered by this Directive.

Article 14

This Directive is addressed to the Member States.

ANNEX I

MODEL INFORMATION DOCUMENT FOR MOTORCYCLES (a)

0. GENERAL

0.1. Make (trade name) .....

0.2. Type and commercial description (mention variants if any) .....

0.3. Name and address of manufacturer .....

0.4. Name and address of manufacturer's authorized representative (if any) .....

0.5. Positioning and affixing of statutory plates and inscriptions .....

0.6. Serial numbers for this type beginning at No .....

1. GENERAL CONSTRUCTION CHARACTERISTICS OF THE MOTORCYCLE (attach dimensional sketches of the motorcycle)

1.1. Number of wheels .....

1.2. Sketch showing the frame

1.3. Position and arrangement of the engine

2. DIMENSIONS AND WEIGHTS (in mm and kg)

2.1. Wheelbase (unladen) .....

2.2. Track (for three-wheeled motorcycles) .....

2.3. Maximum overall dimensions :

2.3.1. Length unladen .....

2.3.2. Width .....

2.3.3. Height unladen (b)

(1) .....

(2) .....

(3) .....

2.3.4. Ground clearance (c) (laden to the technically permissible limit) .....

2.4. Weight unladen (with oil, fuel, tool-kit but excluding rider .....

2.4.1. Distribution of unladen weight on the wheel spindles .....

2.5. Technically permissible maximum laden weight as stated by the manufacturer .....

2.5.1. Distribution of this weight on the wheel spindles .....

2.6. Technically permissible maximum laden weight, as stated by the manufacturer, on each spindle .....

3. ENGINE

3.1. Manufacturer .....

3.2. Description, type and location .....

3.3. Working cycle .....

3.4. Cooling system (air, water) .....

3.5. Lubrication .....

3.6. Number, arrangement and marking of cylinders or stators (in the case of rotary-piston engines) .....

3.7. Bore, stroke and swept volume or, in the case of rotary-piston engines, combustion-chamber volume .....(d)

3.8. Complete diagram of valve-operating mechanism (dimensional sketch) .....

3.9. Compression ratio (distance and gaskets) (dimensional drawings) .....

3.10. Maximum power at ..... rev/min (specify where the power is measured)

3.11. Maximum torque at ..... rev/min (specify the standard used)

3.12. Fuel normally used .....

3.13. Fuel tank (capacity and position) .....

3.14. Carburettor (type, manufacturer and description sketch).....

3.15. Exhaust system .....

3.16. Fuel supply system (type) .....

3.17. Electrical system (voltage) .....

3.18. Generator (type and rated output) .....

3.19. Ignition (type of equipment, advance setting (in degrees or in mm) whether automatic or not) .....

3.20. Means of starting .....

3.21. Measures taken against air pollution .....

4. TRANSMISSION (description dimensional sketch)

4.1. Type of transmission .....

4.2. Clutch (type) .....

4.3. Gear-box (type, method of gearchange) .....

4.4. Gear ratios .....

Gear	Primary Transmission	Gear-box ratio	Secondary Transmission	Overall gear ratio
1				
2				
3				
.....				

4.5. Vehicle speed attained at an engine speed of 1000 rpm with the tyres normally fitted (circumference when laden .... metres).

Gear	Speed in km/h
1	
2	
3	
.....	

4.6. Maximum speed of the motorcycle in top gear (km/h) .....

4.7. Method of starting engine .....

5. SUSPENSION (overall sketch of the complete suspension system)

5.1. Tyres and rims normally fitted (dimensions and characteristics)

5.1.1. Front .....

5.1.2. Rear .....

5.2. Suspension details for each wheel .....

5.3. Characteristics of the springing parts of the suspension (design, material, characteristics and dimensions) .....

5.4. Dampers (if fitted) .....

6. STEERING (attach descriptive dimensional sketch)

6.1. Maximum deflection of the wheels

6.1.1. To the right ..... (degrees)

6.1.2. To the left ..... (degrees)

7. BRAKING (attach general arrangement and operating sketches)

8. LIGHTING AND LIGHT-SIGNALLING DEVICES
(Dimensional sketch of outside of motorcycle showing positions of lighting devices and colour of lights)

8.1. Dipped headlight .....

8.2. Main-beam headlight .....

8.3. Rear light .....

8.4. Red rear reflex reflector .....

8.5. Side reflex reflectors.....

8.6. Front pilot light .....

8.7. Stop light .....

8.8. Rear registration-plate illuminating light .....

8.9. Direction indicators .....

8.10. Fog light .....

8.11. Light switch .....

9. MISCELLANEOUS

9.1. Audible warning devices .....

9.2. Location of rear registration-plate .....

9.3. Interference suppressor (description) .....

9.4. Noise level .....

9.5. Rear-view mirror .....

9.6. Saddles and seats .....

9.6.1. Number .....

9.6.2. Foot-rest .....

9.7. Mudguard .....

9.8. Coupling device (if fitted) .....

9.9. Anti-theft device .....

9.10. Speedometer and odometer .....

9.11. External fittings .....

NOTES

For each section where photographs or drawings are to be attached, specify the numbers of the Annexes involved.

(a) If a part has been type-approved, it is sufficient to quote the type-approval reference and omit the description. Similarly, a part need not be described if its structure is clearly apparent from the attached diagrams or sketches.

(b) When calculating the unladen heights for two-wheeled vehicles, the following measurements should be recorded :

1) The height from the contact area of the front tyre to the uppermost part of the headlamp body.

2) The height from the contact area of the front tyre and the highest point of the handlebar at maximum deflection (handlebar fittings such as rear-view mirrors are not taken into account).

3) The height from the contact area of the rear tyre and the highest point of its mudguard.

For three-wheeled vehicles the heights are as follows :

1) Height from the contact area of the front tyre to the uppermost part of the headlamp body.

2) Height from the contact area of the front tyre to the highest point of the handlebar at maximum deflection. (handlebar fittings such as rear-view mirrors etc.. are not taken into account).

3) Height from the contact area of the wheels and the highest point of the vehicle.

(c) In accordance with draft ISO recommendation No 586 section 7.

(d) To calculate the cylinder capacity the following formula should be used :

$$\frac{\pi}{4} = 0.78$$

Stroke and bore measurements shall be rounded down to the nearest half millimetre and the measurement of the cylinder capacity or combustion chamber volume shall be rounded off substractively to the nearest cubic centimetre.

ANNEX II

EEC TYPE-APPROVAL CERTIFICATE FOR MOTORCYCLES

A. GENERAL

Type-approval certificates issued under the EEC type-approval procedure are to be completed as follows :

1. Having checked the accuracy of the particulars given in the information document, use these particulars to fill in the relevant sections of the model type-approval certificate given under B of this Annex.

2. Having carried out the operations corresponding to the following abbreviations, enter the abbreviation(s) shown against each item on the model type-approval certificate :

"CONF" Check that the relevant part or characteristic conforms to the particulars in the information document ;

"SD" Check that the part or characteristic in question complies with the harmonized requirements adopted in implementation of the relevant special Directive ;

"SCH" Check that a sketch and/or a diagram has been attached.

B. MODEL TYPE-APPROVAL CERTIFICATE FOR MOTORCYCLES

0. GENERAL

0.1. Make (trade name) .....

0.2. Type and commercial description (mention variations if any) .....

0.3. Name and address of manufacturer .....

0.4. Name and address of manufacturer's authorized representative (if any) .....

0.5. Positioning and affixing of statutory plates and inscriptions .....SD

0.6. Serial numbers for this type beginning at No .....

1. GENERAL CONSTRUCTION CHARACTERISTICS OF THE MOTORCYCLE

1.1. Number of wheels .....CONF

1.2. Sketch showing the frame .....CONF

1.3. Position and arrangement of the engine .....CONF

2. DIMENSIONS AND WEIGHTS (mm and kg)

2.1. Wheelbase (unladen) .....

2.2. Track(for three-wheeled motorcycles) .....

2.3. Maximum overall dimensions :

2.3.1. Length (unladen) .....

2.3.2. Width .....

2.3.3. Height (unladen) .....

2.3.4. Ground clearance (when laden to the technically permissible maximum weight) .....

2.4. Unladen weight (with lubricant, fuel, tool-kit and without rider) .....

2.4.1. Distribution of this weight on the wheel spindles .....

2.5. Technically permissible maximum laden weight, as stated by the manufacturer .....

2.5.1. Distribution of this weight on the wheel spindles .....

2.6. Technically permissible maximum laden weight on each spindle, as stated by the manufacturer .....

3. ENGINE

3.1. Manufacturer .....CONF

3.2. Description, type and location .....CONF

3.3. Working cycle .....CONF

3.4. Cooling system (air, water) .....CONF

3.5. Lubrication .....CONF

3.6. Number, arrangement and marking of cylinders or stators (in the case of rotary-piston engines) .....CONF

3.7. Bore, stroke and swept volume or, in the case of rotary-piston engines, combustion chamber volume .....CONF

3.8. Complete diagram of valve-operating mechanism .....CONF

3.9. Compression ratio (pistons and gaskets) .....CONF

3.10. Maximum power .....SD

3.11. Maximum torque at ..... rev/min .....CONF

3.12. Fuel tank (capacity and position) .....SD

3.13. Carburettor (type, manufacturer) .....SD - SCH

3.14. Exhaust system .....SD

3.15. Electrical system (voltage) .....CONF

3.16. Generator (type and rated output) .....CONF

3.17. Means of starting .....CONF

3.18. Measures taken against air pollution .....SD

4. TRANSMISSION

4.1. Type of transmission .....

4.2. Clutch (type) .....

4.3. Gear-box (type, method of gearchange) .....

4.4. Gear ratios .....

Gear	Primary Transmission	Gear-box ratio	Secondary Transmission	Overall gear ratios
1				
2				
3				
.....				

4.5. Vehicle speed attained at an engine speed of 1 000 rpm with the tyres normally fitted (circumference when laden ..... metres).

Gear	Speed in km/h
1	
2	
3	
.....	

5. SUSPENSION SD

5.1. Tyres and rims normally fitted (dimensions and characteristics) .....

5.1.1. Front .....

5.1.2. Rear .....

6. STEERING SD

6.1. Maximum deflection of wheels

6.1.1. To the right ..... (degrees)

6.1.2. To the left ..... (degrees)

7. BRAKING SD - R

8. LIGHTING AND LIGHT-SIGNALLING DEVICES SD

8.1. Dipped headlight

8.2. Main-beam headlight

8.3. Rear light

8.4. Red rear reflex reflector

8.5. Side reflex reflectors

8.6. Front pilot light

8.7. Stop light

8.8. Rear registration-plate illuminating light

8.9. Direction indicators

8.10. Fog light

8.11. Light switch

		SD
9.	MISCELLANEOUS	
9.1.	Audible warning devices	
9.2.	Location of rear registration-plate	
9.3.	Interference suppressor	
9.4.	Noise level	
9.5.	Rear-view mirror	
9.6.	Saddles and seats	
9.6.1.	Number	
9.6.2.	Foot-rest	
9.7.	Mudguard	
9.8.	Coupling device (if fitted)	
9.9.	Anti-theft device	
9.10.	Speedometer and odometer	
9.11.	External fittings	

The undersigned hereby certifies the accuracy of the manufacturer's description given in Information Document No ..... of the motorcycle, chassis No ....., submitted by the manufacturer as a prototype of the model .....

The checks carried out at the request of the manufacturer, ..., show that the motorcycle, chassis No ..... specified above which has been submitted as a series prototype has satisfied all requirements in respect of each and every item in this certificate.

Done at ..... on .....

.....
(signature)

ANNEX III

MODEL OF CERTIFICATE OF CONFORMITY FOR MOTORCYCLES

The undersigned ..... (surname and first name) hereby certifies that the motorcycle :

1. Make .....

2. Type .....

3. Type serial number .....

conforms in all respects to the type approved .....
at ....., on .....
by .....
and described in Type-Approval Certificate No .....
and in Information Document No .....

Done at ..... on .....

.....
(signature)

.....
(position)