



COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 02.04.1998
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98/0089 (COD)

**Proposal for a
EUROPEAN PARLIAMENT AND COUNCIL DIRECTIVE**

amending Council Directive 74/60/EEC on the approximation of the laws of the Member States relating to the interior fittings of motor vehicles (interior parts of the passenger compartment other than the interior rear-view mirrors, layout of controls, the roof or opening roof, the backrest and rear part of the seats)

(presented by the Commission)

EXPLANATORY MEMORANDUM

A. Objective of the proposal

The objective of this proposal is to introduce into Council Directive 74/60/EEC¹, as last amended by Commission Directive 78/632/EC², requirements concerning power-operated windows with the aim of eliminating the danger to children, which can occur when closing these windows; something similar applies to power-operated roof panel systems and partition systems.

Furthermore, it is proposed to align the administrative provisions of Directive 74/60/EEC with those of the EC type-approval Directive 70/156/EEC so that type-approval may be computerized.

B. Legal basis

The measures are proposed on the basis of Article 100a of the EC Treaty.

The text is relevant for the EEA Treaty.

C. Background

It is expedient to introduce into Council Directive 74/60/EEC requirements concerning power-operated windows with the aim of eliminating the danger to children, which can occur when closing these windows. Something similar applies to power-operated roof panel systems and partition systems. For this purpose the title and the scope of Directive 74/60/EEC have to be modified accordingly.

Directive 74/60/EEC is one of the separate directives of the EC type-approval procedure which has been established by Council Directive 70/156/EEC on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers³, as last amended by Directive 97/27/EC⁴. Articles 3(4) and 4(3) of Directive 70/156/EEC necessitate that each separate Directive has attached to it an information document incorporating the relevant items of Annex I to Directive 70/156/EEC and also a type-approval certificate based on Annex VI to Directive 70/156/EEC in order that type-approval may be computerized.

Article 1 of Directive 74/60/EEC lays down that Directive 74/60/EEC applies only to vehicles of category M₁⁵ (passenger cars). It appears necessary that in future Directive 74/60/EEC will also contain provisions for vehicles other than category M₁. For this purpose Article 1 of Directive 74/60/EEC should be modified so that technical specifications for vehicles other than category M₁ can be introduced later into Directive 74/60/EEC in accordance with the procedure laid down in Article 13 of Directive 70/156/EEC. Therefore, it is proposed to amend Article 1 of Directive 74/60/EEC in this respect.

¹ OJ L 38, 11.2.1974, p. 2.

² OJ L 206, 29.7.1978, p. 26.

³ OJ L 42, 23.2.1970, p. 1.

⁴ OJ L 233, 25.8.1997, p. 1.

⁵ As defined in Annex II, Section A, to Directive 70/156/EEC.

Given the scale and impact of the action proposed in the sector in question, the Community measures which are the subject of this proposal are necessary, or even indispensable, to attain the objective set, namely Community vehicle type-approval. This objective cannot be adequately achieved by the Member States individually.

D. Content of the proposal

In the light of the explanations given above the Commission proposes to introduce into Directive 74/60/EEC requirements concerning power-operated windows, roof panel systems and partition systems for vehicles of category M₁ (passenger cars). It is proposed that these new provisions should apply:

- from 1 October 1999 for all new vehicle types,
- from 1 October 2000 for all new vehicles.

Furthermore it is proposed to modify the title and the scope of Directive 74/60/EEC accordingly, to align the administrative provisions of Directive 74/60/EEC with those of the EC type-approval Directive 70/156/EEC and to amend Article 1 of Directive 74/60/EEC.

**Proposal for a
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amending Council Directive 74/60/EEC on the approximation of the laws of the
Member States relating to the interior fittings of motor vehicles
(interior parts of the passenger compartment other than the interior
rear-view mirrors, layout of controls, the roof or opening roof,
the backrest and rear part of the seats)

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE
EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular
Article 100a thereof,

Having regard to the proposal from the Commission⁶,

Having regard to the opinion of the Economic and Social Committee⁷,

Acting in accordance with the procedure laid down in Article 189b of the Treaty⁸,

- (1) Whereas, it is expedient to introduce into Council Directive 74/60/EEC⁹, as amended by Commission Directive 78/632/EC¹⁰, requirements concerning power-operated windows with the aim of eliminating the danger to children, which can occur when closing these windows; whereas similar requirements should apply to power-operated roof panel systems and partition systems; whereas for this purpose the title and the scope of Directive 74/60/EEC should be amended accordingly;
- (2) Whereas Directive 74/60/EEC is one of the separate directives of the EC type-approval procedure established by Council Directive 70/156/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers¹¹, as last amended by European Parliament and Council Directive 97/27/EC¹²; whereas, consequently, the provisions laid down in Directive 70/156/EEC relating to vehicles, vehicle systems, components and separate technical units apply to this Directive;

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8 Opinion of the European Parliament of 20 September 1995 (OJ C 269, 16.10.1995, p. 82), common position of the Council of 22 December 1995 (OJ C 37, 9.2.1996, p. 23) and Decision of the European Parliament of 9 May 1996 (OJ C 152, 27.5.1996, p. 44).

9 OJ L 38, 11.2.1974, p. 2.

10 OJ L 206, 29.7.1978, p. 26.

11 OJ L 42, 23.2.1970, p. 1.

12 OJ L 233, 25.8.1997, p. 1.

- (3) Whereas, in particular, Articles 3(4) and 4(3) of Directive 70/156/EEC provide that each separate Directive is to be accompanied by an information document incorporating the relevant items contained in Annex I to Directive 70/156/EEC and also a type-approval certificate based on Annex VI thereto, in order that type-approval may be computerized;
- (4) Whereas it is expedient that in future Directive 74/60/EEC should also contain provisions for vehicles other than vehicles of category M₁, as defined in Annex II, Section A, to Directive 70/156/EEC; whereas for this purpose, Article 1 of Directive 74/60/EEC should be extended to all vehicle classes of Directive 70/156/EEC, so that technical specifications for vehicles other than category M₁ can be introduced into Directive 74/60/EEC in accordance with the procedure laid down in Article 13 of Directive 70/156/EEC;
- (5) Whereas the amendments of this Directive relate only to the administrative provisions contained in Directive 74/60/EEC and to power-operated windows, roof panels and partition systems; whereas it is not necessary therefore to invalidate existing approvals granted under Directive 74/60/EEC nor to prevent the registration, sale and entry into service of new vehicles which are not fitted with power-operated windows, roof panels or partition systems covered by such approvals;
- (6) Whereas, in accordance with the principle of proportionality as set out in the third paragraph of Article 3b of the Treaty, the measures contained in this Directive do not go beyond what is necessary to attain their end, namely Community vehicle approval according to type,

HAVE ADOPTED THIS DIRECTIVE:

Article 1

Directive 74/60/EEC is hereby amended as follows:

1. The title is replaced by the following:

“Council Directive 74/60/EEC of 17 December 1973 on the interior fittings of motor vehicles”.

2. Articles 1, 2 and 3 are replaced by the following:

“Article 1

For the purpose of this Directive, “vehicle” means any vehicle as defined in Article 2 of Directive 70/156/EEC.

Article 2

No Member State may refuse to grant EC type-approval or national type-approval of a vehicle on grounds relating to the interior fittings of the vehicle if they meet the requirements set out in the Annexes.

Article 3

No Member State may refuse to register or prohibit the sale, entry into service or use of any vehicle on grounds relating to the interior fittings of the vehicles if these meet the requirements set out in the Annexes.”

3. The List of Annexes shown in the Annex to this Directive is inserted before Annex I.
4. Annex I is amended in accordance with the Annex to this Directive.

Article 2

1. With effect from [1 October 1998], Member States may not, on grounds relating to the interior fittings of motor vehicles,

- refuse, in respect of a given type of vehicle, to grant EC type-approval or national type-approval, or
- prohibit the registration, sale, or entry into service of vehicles,

if the vehicles comply with the requirements of Directive 74/60/EEC, as amended by this Directive.

2. With effect from [1 October 1999], Member States:

- shall no longer grant EC type-approval; and
- may refuse to grant national type-approval

for a new type of vehicle on grounds relating to the interior fittings of motor vehicles if the requirements of Directive 74/60/EEC, as amended by this Directive, are not complied with.

3. With effect from [1 October 2000], Member States:

- shall consider certificates of conformity which accompany new vehicles in accordance with the provisions of Directive 70/156/EEC to be no longer valid for the purposes of Article 7(1) of that Directive; and
- may refuse the registration, sale and entry into service of new vehicles which are not accompanied by a certificate of conformity in accordance with Directive 70/156/EEC

on grounds relating to the interior fittings of motor vehicles if the vehicles are fitted with power-operated windows, roof panels or partition systems and the requirements of Directive 74/60/EEC, as amended by this Directive, are not complied with.

4. This Directive will not invalidate any approval for types of vehicles which are not fitted with power-operated windows, roof panels or partition systems previously granted under Directive 74/60/EEC nor prevent extensions of such approvals under the terms of the Directive under which they were originally granted.

Article 3

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive before [1 October 1998]. They shall forthwith inform the Commission thereof.

When Member States adopt these provisions, these 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.

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

Article 4

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

Article 5

This Directive is addressed to the Member States.

Done at Brussels,

For the European Parliament
The President

For the Council
The President

1. The following List of Annexes is inserted before Annex I:

“LIST OF ANNEXES

Annex I: Scope, definitions, application for EC type-approval of a vehicle type, specifications, granting of EC type-approval of a vehicle type, modifications of the type and amendments to approvals and conformity of production

Appendix 1: Information document

Appendix 2: EC type-approval certificate

Appendix 3: Position of cylindrical test rod in the sun roof and window openings

Annex II: Determination of the head-impact zone

Annex III: Procedure for testing energy-dissipating materials

Annex IV: Procedure for determining the h point and the actual seat-back angle and for verifying the relative positions of the R and H points and the relationship between the design seat-back angle and the actual seat-back angle

Appendix: Components of three-dimensional manikin and dimensions and mass of manikin

Annex V: Method of measuring projections

Appendix: Apparatus for measuring projections

Annex VI: Apparatus and procedure for application of point 5.2.1 of Annex I”

2. Annex I is amended as follows:

- a. Footnote 1 shall be deleted.

- b. The headline shall be replaced by the following:

“SCOPE, DEFINITIONS, APPLICATION FOR EC TYPE-APPROVAL OF A VEHICLE TYPE, SPECIFICATIONS, GRANTING OF EC TYPE-APPROVAL OF A VEHICLE TYPE, MODIFICATIONS OF THE TYPE AND AMENDMENTS TO APPROVALS AND CONFORMITY OF PRODUCTION”

c. Item 1 shall be replaced by the following:

“1. SCOPE

This Directive applies to vehicles of category M₁¹.”.

d. Items 2.1 and 2.2 shall be replaced by the following:

“2.1. “Interior fittings” are:

2.1.1. interior parts of the passenger compartment other than the interior rear-view mirror or mirrors;

2.1.2. the layout of the controls;

2.1.3. the roof or sliding roof;

2.1.4. the backrest and the rear part of the seats;

2.1.5. power-operated windows, roof panel and partition systems.

2.2. “Vehicle type” with respect to the interior fittings of a passenger compartment means motor vehicles which do not differ in such essential respects as:”

e. Items 2.2.3 to 2.2.5 shall be inserted:

“2.2.3. the roof or sliding roof;

2.2.4. the backrest and the rear part of the seats;

2.2.5. power-operated windows, roof panel and partition systems.”

f. The following Items 2.10 to 2.13 shall be inserted:

“2.10. “Power-operated windows” means windows which are closed by power supply of the vehicle.

2.11. “Power-operated roof panel systems” means movable panels in the vehicle roof which are closed by power supply of the vehicle by either a sliding or tilting motion, and which do not include convertible top systems.

2.12. “Power-operated partition systems” means systems which divide a passenger car compartment into at least two sections and which are closed using the power supply of the vehicle.

¹ As defined in Annex II, Section A, to Directive 70/156/EEC.

- 2.13. “Opening” is the maximum unobstructed aperture between the upper edge or the leading edge, depending on the closing direction, of a power-operated window or partition or roof panel and the vehicle structure which forms the boundary of the window, partition or roof panel, when viewed from the interior of the vehicle or, in the case of partition system, from the rear part of the passenger compartment.

To measure an opening, a cylindrical test rod shall (without exerting force) be placed through it normally perpendicular to the window, roof panel or partition as shown in Figure 1, from the interior of the vehicle or, as applicable, from the rear part of passenger compartment.”

- g. Items 3 to 3.3 shall be replaced by the following:

“3. APPLICATION FOR EC TYPE-APPROVAL OF A VEHICLE TYPE

- 3.1. The application for EC type-approval pursuant to Article 3(4) of Directive 70/156/EEC of a vehicle type with regard to its interior fittings shall be submitted by the manufacturer.

- 3.2. A model for the information document is given in Appendix 1.

- 3.3. The following must be submitted to the technical service responsible for conducting the type-approval tests:”

- h. The following Items 5.5.2 and 5.5.2.1 shall be inserted:

“5.5.2. Power-operated roof panel systems

- 5.5.2.1. In addition, power-operated roof panel systems and their controls shall meet the requirements of point 5.8 below.”

- i. Items 5.8 and 5.8.1 shall be renumbered to Items 5.9 and 5.9.1.

- j. The following new Items 5.8 to 5.8.6.1.4 shall be inserted:

“5.8. **Power-operated windows, roof panel systems and partition systems**

- 5.8.1. The requirements below apply to power-operated windows/roof panel systems/partition systems to minimize the possibility of injuries caused by accidental or improper operation.

5.8.2. *Normal operating requirements*

Except as provided in point 5.8.3, power-operated windows/roof panel systems/partition systems may be closed only under one or more of the following conditions:

- 5.8.2.1. When the key that controls activation of the vehicle’s engine is in the position of the ignition lock;
- 5.8.2.2. by muscular force unassisted by power supply of the vehicle;

- 5.8.2.3. upon continuous activation by a locking system on the outside of the vehicle;
- 5.8.2.4. during the interval of time between the moment the ignition has been switched from “on” to “off” and/or the key has been removed and the moment that neither of the two front doors has been opened sufficiently to permit egress of occupants;
- 5.8.2.5. when the closing movement of a power-operated window, roof panel or partition starts at an opening not exceeding 4 mm;
- 5.8.2.6. when the power-operated window of a vehicle’s door without an upper door frame closes automatically whenever the pertinent door is closed. In this case the maximum opening, as defined in point 2.13, prior to window closing, shall not exceed 12 mm.
- 5.8.2.7. Remote closing shall be allowed by continuous activation of a remote actuation device, provided one of the following conditions is fulfilled:
- 5.8.2.7.1. the remote actuation device shall be incapable of closing the power-operated window/roof panel /partition from a distance of more than 6 metres from the vehicle;
- 5.8.2.7.2. the remote actuation device shall be incapable of closing the power-operated window/roof panel/partition:
- if the actuation device and the vehicle are separated by an opaque surface
- and
- if from the distance between the remote actuation device and the vehicle is more than 11 metres.
- 5.8.2.8. One-touch closing shall be permitted for the power-operated window of the driver’s door only, and only during the time when the ignition key is in the engine running position.
- 5.8.3. *Auto-reversing requirements*
- 5.8.3.1. None of the requirements in point 5.8.2 shall apply if a power-operated window/roof panel system/partition system is fitted with an auto-reversing device.
- 5.8.3.1.1. This device shall reverse the window/roof panel/partition before it exerts a pinch force of more than 100 N within an opening of 200 mm to 4 mm above the top edge of a power-operated window/partition or in front of the leading edge of a sliding roof panel and at the trailing edge of a tilting roof panel.
- 5.8.3.1.2. After such a auto-reversal, the window or roof panel or partition shall open to one of the following positions:

- 5.8.3.1.2.1. a position that permits a semi-rigid cylindrical rod of a diameter of 200 mm to be placed through the opening at the same contact point(s) used to determine the reversing behaviour in Item 5.8.3.1.1;
 - 5.8.3.1.2.2. a position that represents at least the initial position before closing was initiated;
 - 5.8.3.1.2.3. a position at least 50 mm more open than the position at the time when reversing was initiated;
 - 5.8.3.1.2.4. in the case of tilting motion of a roof panel, the maximum angular opening.
- 5.8.3.1.3. To check power-operated windows/roof panel systems/partition systems with reversing devices, a measuring instrument/test rod shall be placed through the opening from the inside of the vehicle or, in the case of a partition system, from the rear part of the passenger compartment in such a way that the cylindrical surface of the rod contacts any part of the vehicle structure which forms the boundary of the window/roof panel aperture/partition. The force deflection ratio of the measuring instrument shall be not more than 10 N/mm. The position of the test rods (normally located perpendicular to the window/roof panel/partition) are illustrated in Figure 1.

5.8.4. *Switch location and operation*

- 5.8.4.1. Switches of power-operated windows/roof panels/partitions shall be located or operated in such a way as to minimize the risk of accidental closing. The switches shall require continuous actuation for closing except in the case of points 5.8.2.6 or 5.8.3 above.
- 5.8.4.2. All rear window, roof panel and partition switches intended for the use by occupants in the rear of the vehicle shall be capable to be switched off by a driver-controlled switch which is located forward of a vertical transverse plane passing through the R points of the front seats. The driver controlled switch, however, shall not inhibit the facility for a partition switch to lower the partition. However, this driver controlled switch is not applicable if a rear window, a roof panel or partition is equipped with an auto-reversing device. The driver-controlled switch shall be located/actuated and identified in such a way as to minimize the risk of accident operation.

5.8.5. *Protection devices*

All protection devices which are used to prevent damage to the power source in the case of an overload or stalling shall be capable of resetting automatically whilst the switch controlling the window/roof panel/partition is activated.

5.8.6. *Handbook instructions*

- 5.8.6.1. The owner's manual of the vehicle shall contain clear instructions relating to the power-operated window/roof panel/partition, including:

- 5.8.6.1.1. explanation of consequences of possible entrapment,
- 5.8.6.1.2. use of the driver-controlled switch,
- 5.8.6.1.3. a “WARNING” message indicating the dangers, particularly to children in the case of improper use/activation of the power-operated windows/roof panel systems/partition systems. This information should indicate the responsibilities of the driver, including instructions for other occupants and the recommendation to leave the vehicle only if the key is removed from the ignition lock,
- 5.8.6.1.4. a “WARNING” message indicating that special care should be taken when using remote closing systems (see Item 5.8.2.7), e.g. to actuate it only when the operator has a clear view on the vehicle to be sure that nobody can be trapped by power-operated windows/roof panels/partition equipments.”

k. Items 6 to 8 shall be replaced by the following:

“6. GRANTING OF EC TYPE-APPROVAL OF A VEHICLE TYPE

- 6.1. If the relevant requirements are satisfied, EC type-approval shall be granted to Article 4(3) of Directive 70/156/EEC.
- 6.2. A model for the EC type-approval certificate is given in Appendix 2.
- 6.3. An approval number in accordance with Annex VII to Directive 70/156/EEC shall be assigned to each type of vehicle approved. The same Member State shall not assign the same number to another type of vehicle.

7. MODIFICATIONS OF THE TYPE AND AMENDMENTS TO APPROVALS

- 7.1. In the case of modifications of the type approved pursuant to this Directive, the provisions of Article 5 of Directive 70/156/EEC shall apply.

8. CONFORMITY OF PRODUCTION

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

1. The following Appendices 1 to 3 shall be inserted:

"Appendix 1

INFORMATION DOCUMENT NO:

PURSUANT TO ANNEX I OF COUNCIL DIRECTIVE 70/156/EEC*
RELATING TO EC TYPE-APPROVAL OF A VEHICLE WITH RESPECT
TO THE INTERIOR FITTINGS
(DIRECTIVE 74/60/EEC, AS LAST AMENDED BY DIRECTIVE ...)

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

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

- 0. GENERAL
 - 0.1. Make (trade name of manufacturer):
 - 0.2. Type and general commercial description(s):
 - 0.3. Means of identification of type, if marked on the vehicle ^(b):
 - 0.3.1. Location of that marking:
 - 0.4. Category of vehicle ^(c):
 - 0.5. Name and address of manufacturer:
 - 0.8. Address(es) of assembly plant(s):
- 9. BODYWORK
 - 9.10. Interior fittings
 - 9.10.1. Interior protection for occupants
 - 9.10.1.1. Layout drawing or photographs showing the position of the attached sections or views:
 - 9.10.1.2. Photographs or drawing showing the reference line including the exempted area (Annex I, item 2.3.1 to Directive 74/60/EEC):.....

* The item numbers and footnotes used in this information document correspond to those set out in Annex I to Directive 70/156/EEC. Items not relevant for the purpose of this document are omitted.

- 9.10.1.3. Photographs, drawings and/or an exploded view of the interior fittings, showing the parts in the passenger compartment and the materials used, with the exception of interior rear-view mirrors, arrangement of controls, roof and sliding roof, backrest, seats and the rear part of seats (Annex I, item 3.2 to Directive 74/60/EEC):
- 9.10.3. Seats
- 9.10.3.5. Coordinates or drawing of the R point (^x)
- 9.10.3.5.1. Driver's seat:.....
- 9.10.3.5.2. All other seating positions:
- 9.10.3.6. Design seat back angle
- 9.10.3.6.1. Driver's seat:.....
- 9.10.3.6.2. All other seating positions:

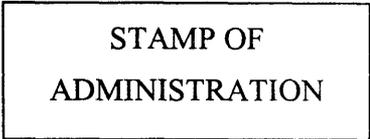
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Appendix 2

MODEL

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

EC TYPE-APPROVAL CERTIFICATE



Communication concerning the

- type-approval¹,
- extension of type-approval¹,
- refusal of type-approval¹,
- withdrawal of type-approval¹,

of a type of a vehicle/component/separate technical unit¹ with regard to Directive .../.../EEC, as last amended by Directive ...

Type-approval number:

Reason for extension:

Section I

- 0.1. Make (trade name of manufacturer):
- 0.2. Type and general commercial description(s):
- 0.3. Means of identification of type if marked on the vehicle/component/separate technical unit^{1 2}
- 0.3.1. Location of that marking:
- 0.4. Category of vehicle^{1 3}
- 0.5. Name and address of manufacturer:
- 0.7. In the case of components and separate technical units, location and method of affixing of the EC approval mark:
- 0.8. Address(es) of assembly plant(s):

¹ Delete where not applicable.

² If the means of identification of type contains characters not relevant to describe the vehicle, component or separate technical unit types covered by this type-approval certificate such characters shall be represented in the documentation by the symbol: “?” (e.g. ABC??123??).

³ As defined in Annex II, Section A, to Directive 70/156/EEC.

Section II

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

*Addendum to EC type-approval certificate No. ...
concerning the type-approval of a vehicle with regard to
Directive 74/60/EEC, as last amended by Directive ...*

1. Additional Information
 - 1.1. Type of bodywork:
 - 1.2. Number of seats:
 5. Remarks:
- (e.g. valid for both left-hand drive and right-hand drive vehicles)
-

Appendix 3

POSITION OF CYLINDRICAL TEST ROD
IN THE SUN ROOF AND WINDOW OPENING

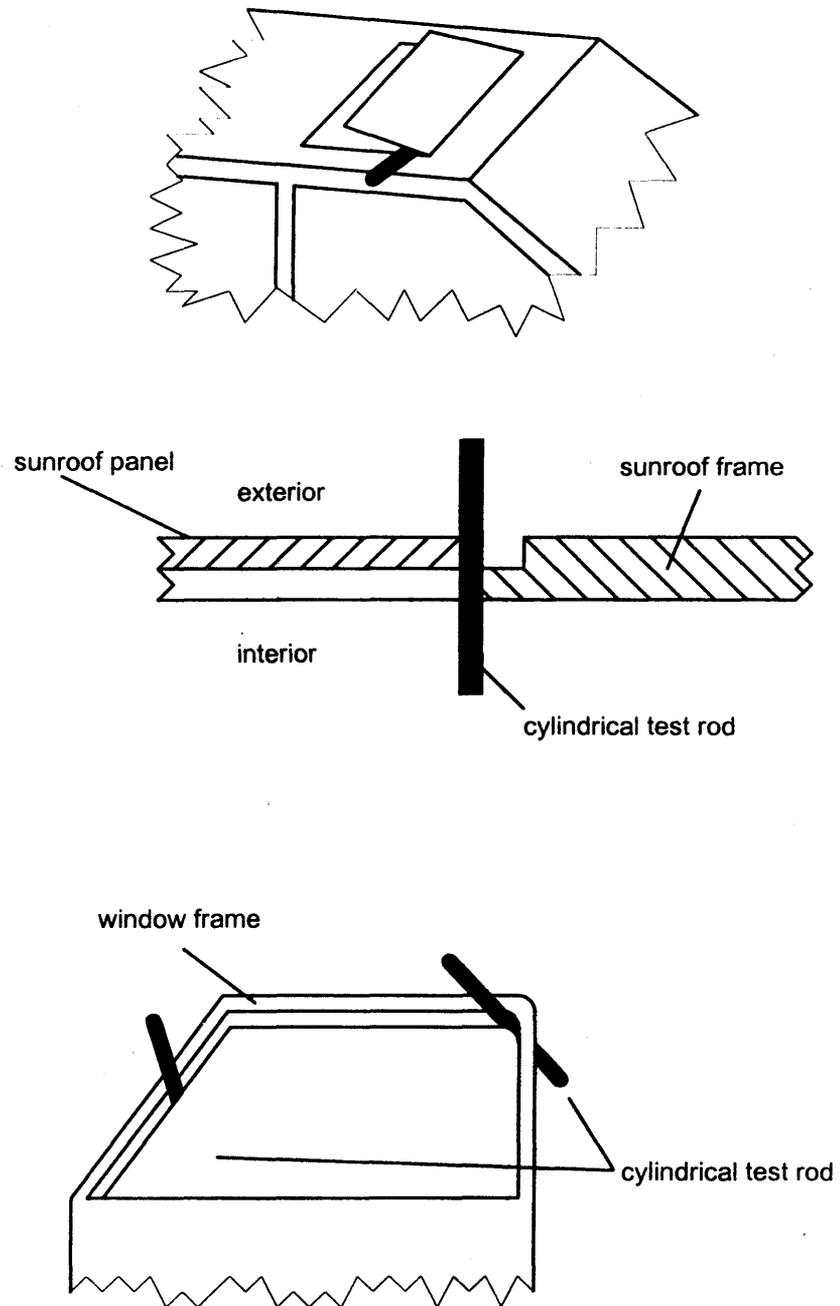


Figure 1"

IMPACT STATEMENT ON COMPETITIVENESS AND JOBS

I. What is the main justification of the measure?

The objective of this proposal is to introduce into Council Directive 74/60/EEC new provisions for power-operated windows, roof panel and partition systems

II. Characteristics of the companies involved, more particularly:

- Do they include a large number of small- and medium-sized businesses? **No**

• eligible for Member State regional aid? **No**

• eligible under the European Regional Development Fund? **No**

III. What obligations are imposed on those companies? **No obligations**

IV. What obligations are likely to be imposed indirectly upon those companies via the local authorities? **No additional obligation**

V. Do any special measures apply to small- and medium-sized businesses? **No**

VI. What is the foreseeable outcome:

- on company productivity? **No negative effect**

- on jobs? **No negative effect**

VII. Have both sides of industry been consulted? **No**

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