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In accordance with Council Regulation (EEC, Euratom) No 354/83 of 1 February 1983 concerning the opening to the public of the historical archives of the European Economic Community and the European Atomic Energy Community (OJ L 43, 15.2.1983, p. 1), as amended by Regulation (EC, Euratom) No 1700/2003 of 22 September 2003 (OJ L 243, 27.9.2003, p. 1), this file is open to the public. Where necessary, classified documents in this file have been declassified in conformity with Article 5 of the aforementioned regulation.

In Übereinstimmung mit der Verordnung (EWG, Euratom) Nr. 354/83 des Rates vom 1. Februar 1983 über die Freigabe der historischen Archive der Europäischen Wirtschaftsgemeinschaft und der Europäischen Atomgemeinschaft (ABl. L 43 vom 15.2.1983, S. 1), geändert durch die Verordnung (EG, Euratom) Nr. 1700/2003 vom 22. September 2003 (ABl. L 243 vom 27.9.2003, S. 1), ist diese Datei der Öffentlichkeit zugänglich. Soweit erforderlich, wurden die Verschlussachen in dieser Datei in Übereinstimmung mit Artikel 5 der genannten Verordnung freigegeben.

COMMISSION OF THE EUROPEAN COMMUNITIES

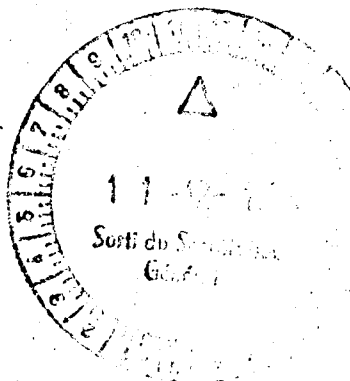
COM(78) 678 final

Brussels, 6 December 1978

PROPOSAL FOR A COUNCIL DIRECTIVE ON THE

approximation of the laws of the Member States relating to the operating space, access to the driving position (entry and exit facilities), and to the doors and windows of wheeled agricultural or forestry tractors.

(presented by the Commission to the Council)



EXPLANATORY MEMORANDUM

I. INTRODUCTION

Over 430 000 tractors were manufactured in the Community in 1977, representing turnover of almost 3 000 million EUA. Four out of ten of these tractors were supplied to the home market of the Member State of manufacture. Last year Community exports of this commodity exceeded imports by almost 1 000 million EUA.

These figures illustrate the economic significance of this sector and explain why, as early as 1969, the Council, on a proposal from the Commission, felt that the removal of barriers to trade in this sector was of primary importance (1). There were a large number of national rules in force obliging manufacturers to adapt tractors to the market for which they were intended.

The Commission immediately embarked on the necessary work. In accordance with the method adopted for motor vehicles, the Commission proposed to the Council a type-approval directive for wheeled agricultural or forestry tractors (2). This was adopted in 1974. The directive lays down that several proposals may be forwarded to the Council each dealing with various technical specifications for tractors. As these are adopted, Community specifications will gradually move towards harmonization. Thirteen separate directives have already been adopted. This proposal is the fourth to be forwarded in the sector concerned this year. The Commission is determined to continue its efforts and if the Council maintains the same momentum in adopting the relevant directives, full harmonization of specifications for tractors, as envisaged by the type-approval directive, will be achieved within a very short time.

(1) General programme for the removal of technical barriers to trade, OJ N° C 76, 17.6.1969.

(2) OJ N° L 84, 28.3.1974.

II. GENERAL

This proposal for a directive comes under the Community type-approval procedure, which was the subject of Council Directive 74/150/EEC of 4 March 1974¹.

This Community type-approval procedure for wheeled agricultural or forestry tractors has not so far covered the operating space or windows. Since the adoption of the directive, some Member States have felt the need to lay down requirements at national level governing these parts of the tractor.

It is for this reason that the Commission, in agreement with the experts from the Member States, considered it advisable to include in the amendment to the directive, which is at the same time to be laid before Council, provisions on the operating space and windows, for which reference will be made to separate directives. This step will supplement the Community type-approval procedure and enable the procedure to be applied in the near future.

This document deals with the Commission's proposals relating to operating space, access to the driving position (entry and exit facilities) and to windows and doors of wheeled agricultural or forestry tractors having a fixed or variable drive-axle track of 1 150 mm or more. The proposals lay down design requirements which aim at ensuring that the tractor driver can work in safety and without undue fatigue (operating space), that he can enter and leave the driving position easily and without danger and can safely operate the doors and windows, including the emergency exits.

III. COMMENTS ON THE ARTICLES

The directive applies to wheeled agricultural or forestry tractors with a maximum

.../...

(1) OJ N° L 84, 28.3.1974, p. 10.

design speed of between 6 and 25 km/h and a fixed or variable drive-axle track of 1 150 mm or more (Article 1).

Article 2 incorporates into the EEC type approval procedure the requirements relating to the operating space, access to driving position and to windows and doors, as well as provisions to ensure that tractors are used in conformity with the requirements of the directive in certain new Member States which do not yet have a national type-approval procedure.

Article 3 lays down the procedure for adapting the directive to technical progress. This procedure is described in Article 13 of the Council Directive of 4 March 1974 on the type-approval of wheeled agricultural or forestry tractors.

Article 4 lays down that Member States shall have a period of eighteen months within which to adapt to the directive (Article 4(1)).

Finally, the Commission must be informed in good time of all draft provisions prepared by Member States in the field covered by the Directive; such information must enable it to formulate any comments it may have on the draft (Article 4(2)).

IV. CONSULTATION OF THE EUROPEAN PARLIAMENT AND THE ECONOMIC AND SOCIAL COMMITTEE

The opinion of these two bodies is required pursuant to Article 100(2) of the Treaty.

.../...

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

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

Having regard to the proposal from the Commission,

Having regard to the opinion of the European Parliament,

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

Whereas the technical requirements with which tractors must comply pursuant to national legislation covers, amongst other things, the operating space, access to the driving position (entry and exit facilities), as well as doors and windows;

Whereas these requirements differ from one Member State to another; whereas the same requirements should be adopted in all Member States, either in addition to or in place of existing legislation, with a view to the implementation, for each type of tractor, of the EEC type-approval procedure which is the subject of Council Directive 74/150/EEC of 4 March 1974 on the approximation of the laws of the Member States relating to the type-approval of wheeled agricultural or forestry tractors⁽¹⁾, as amended by Directive No⁽²⁾,

HAS ADOPTED THIS DIRECTIVE :

Article 1

1. Tractor (agricultural or forestry) means any motor vehicle, fitted with wheels or endless tracks, having at least two axles, the main function of which lies in its tractive power and which is specially designed to tow, push, carry or power certain tools, machinery or trailers intended for agricultural or forestry use. It may be equipped to carry a load and passengers.
2. This Directive shall apply only to tractors defined in paragraph 1 above which are fitted with pneumatic tyres and which have two axles and a maximum design speed of between 6 and 25 km/h and a fixed or variable drive-axle track of 1 150 mm or more.

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(1) OJ N° 84, 28.3.1974, P. 10/24

(2) OJ N° , , P.

Article 2

No Member State may refuse EEC type-approval or national type-approval of a tractor or refuse or prohibit the sale, registration, entry into service or use of a tractor on grounds relating to :

- the operating space;
- access to the driving position (entry and exit facilities);
- doors and windows

where these comply with the provisions of Annex I to this Directive.

Article 3

Any amendments that are necessary in order to adapt the requirements of Annex I to technical progress shall be adopted in accordance with the procedure laid down in Article 13 of Directive 74/150/EEC.

Article 4

1. Member States shall bring into force the provisions necessary in order to comply with this Directive within eighteen months after its notification and shall forthwith inform the Commission thereof.
2. As soon as this Directive has been notified, Member States shall ensure that the Commission is informed, in sufficient time for 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 5

This Directive is addressed to the Member States.

./.

ANNEX I

I. Operating space

- I.1 "Operating space" means the minimum volume available to the driver to enable him to operate the tractor safely and without undue fatigue.
- I.2 The width of the operating space must be at least 900 mm, at a height of 400-500 mm above the seat reference point (see Figure 1) as determined according to the method described in Appendix 1.
- I.3 Vehicle components and accessories must not hamper the driver in his handling of the tractor.
- I.4 The distance from the outer rim of the steering wheel to the cab wall or to any other manual control must be at least 80 mm. (see Figure 2)
- I.5 The rear wall of the cab, at a height of 300-900 mm determined from the median longitudinal plane of the tractor passing through the seat reference point must be at least 150 mm from the plane perpendicular to the median longitudinal plane of the tractor passing through the seat reference point (see Figure 2). This wall must have a width of at least 300 mm on either side of the median longitudinal plane of the tractor passing through the seat reference point (see Figure 3).
- I.6 The distance between the manual controls and the cab wall must be at least 50 mm (see Figure 3).
- I.7 The clearance between the seat reference point and the roof must be at least 1 050 mm (see Figure 2).

II. Access to the driving position (entry and exit facilities)

- II.1 It must be possible to use the entry and exit facilities without danger. Provision must not be made for the use of wheel hubs, hub covers or wheel rims as means of entry or exit.
- II.2 The points of access to the driving position and to the passenger seat must be free of any parts liable to cause injury : where such parts cannot be avoided at these points, e.g. where a clutch pedal is present, at least one footrest must be provided either in front of, behind or beside such parts.
- II.3 Steps, integral foot recesses and rungs must have the following minimum dimensions :
 - Depth clearance : 150 mm minimum.

Width clearance : 250 mm minimum

(Values lower than this minimum width are authorized only where justified on technical grounds. Where this is the case, the aim must be to achieve the greatest possible width clearance, which, however, must not be less than 150 mm.)

Height clearance : 120 mm minimum and 300 mm maximum (see Figure 4).

II.4 The upper step or rung must be easily recognizable and attainable for a person leaving the vehicle. In addition, the steps must be regularly spaced.

II.5 Handholds (e.g., hand rails, grab handles, etc.) must accompany all entry and exit facilities. They must be permanently attached and fall readily to hand both from the ground and from the cab.

II.6 The lowest foothold must not be more than 500 mm above the ground (see Figure 4). Steps, integral foot recesses and rungs must not be smooth but must be designed in such a way that the foot will not slip or slide. The metalwork of such steps and integral foot recesses must be sufficiently open to prevent the accumulation of mud, earth, snow, etc., that might increase the risk of slipping.

III. Doors and windows

III.1 The operating devices for doors and windows must be designed and installed in such a way that they constitute no danger to the driver nor any impediment to him while he is driving.

III.2 The opening angle of the door must permit entry and exit without danger.

III.3 Ventilation windows must be easily adjustable.

III.4 At least three apertures (which may consist of door(s), windscreen, side window(s), roof, etc.) must be provided for the emergency exit from the safety cab. They must be capable of being opened from inside the cab. Each aperture, except for the doors, must be located on a different cab wall and have the following minimum dimensions :

square aperture	circular aperture	rectangular aperture	
side mm	diameter mm	width mm	height mm
600	700	470	650

Dimensions in mm

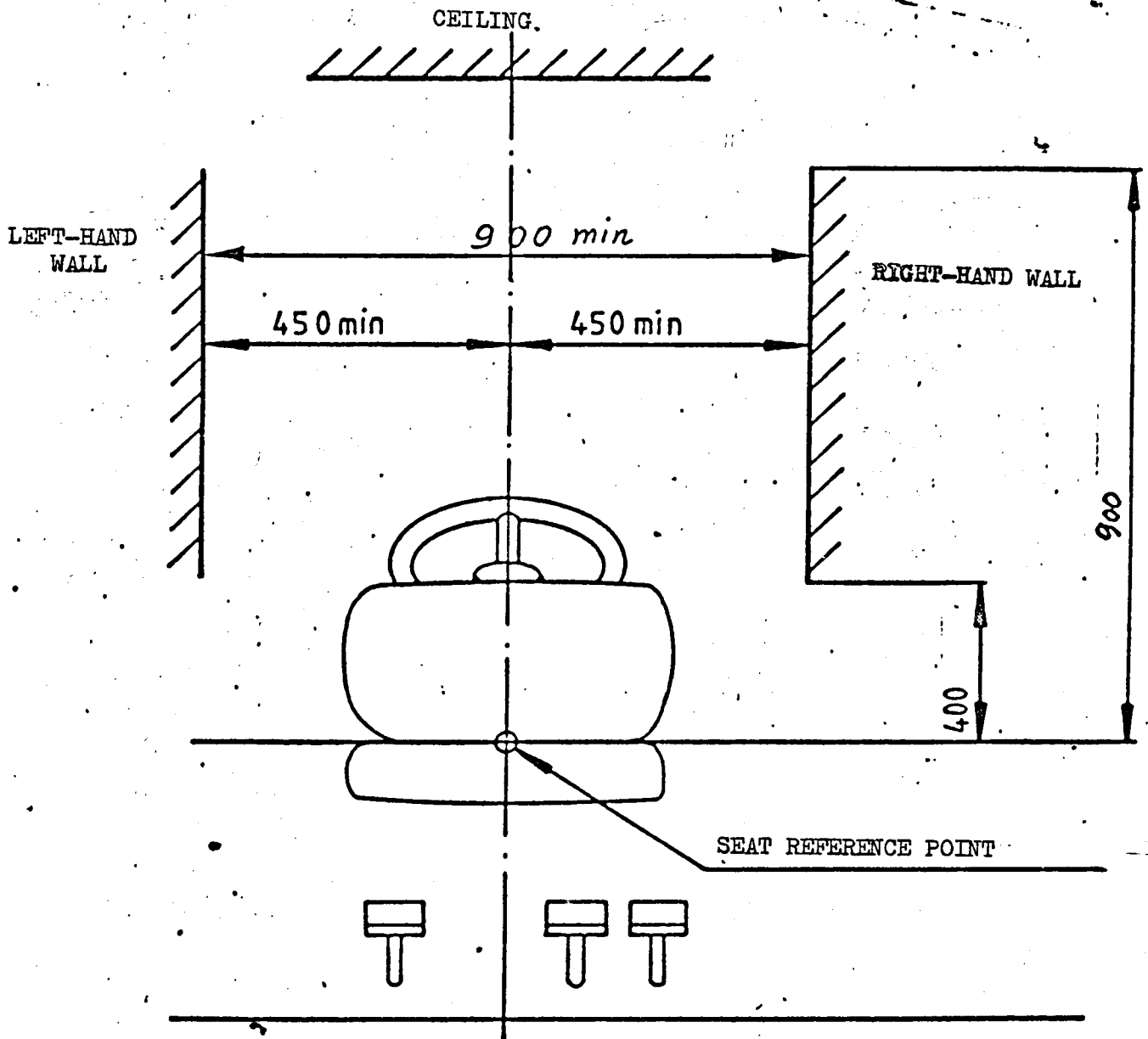


Fig. 1

Dimensions in mm

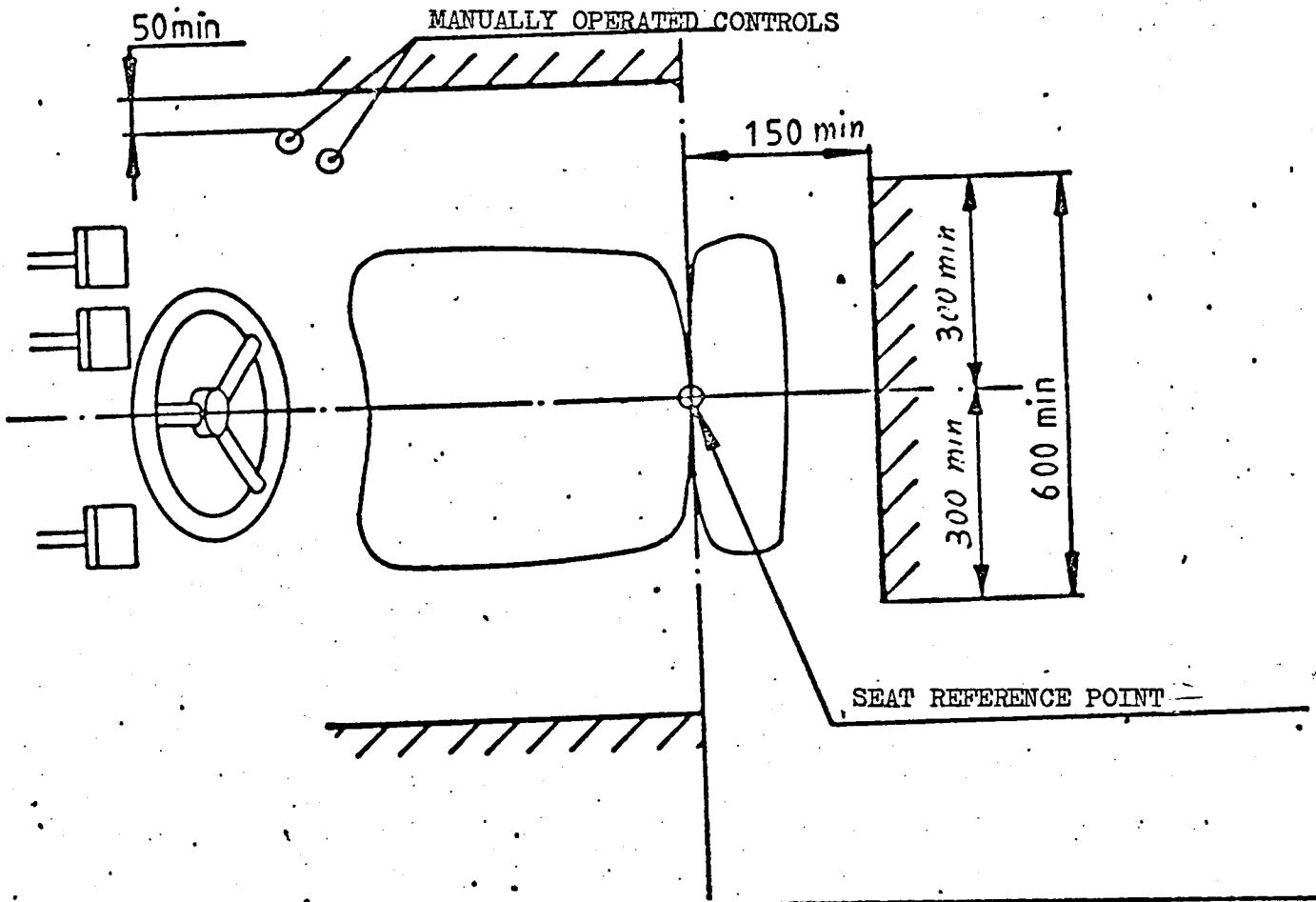


Fig. 3

Dimensions in mm

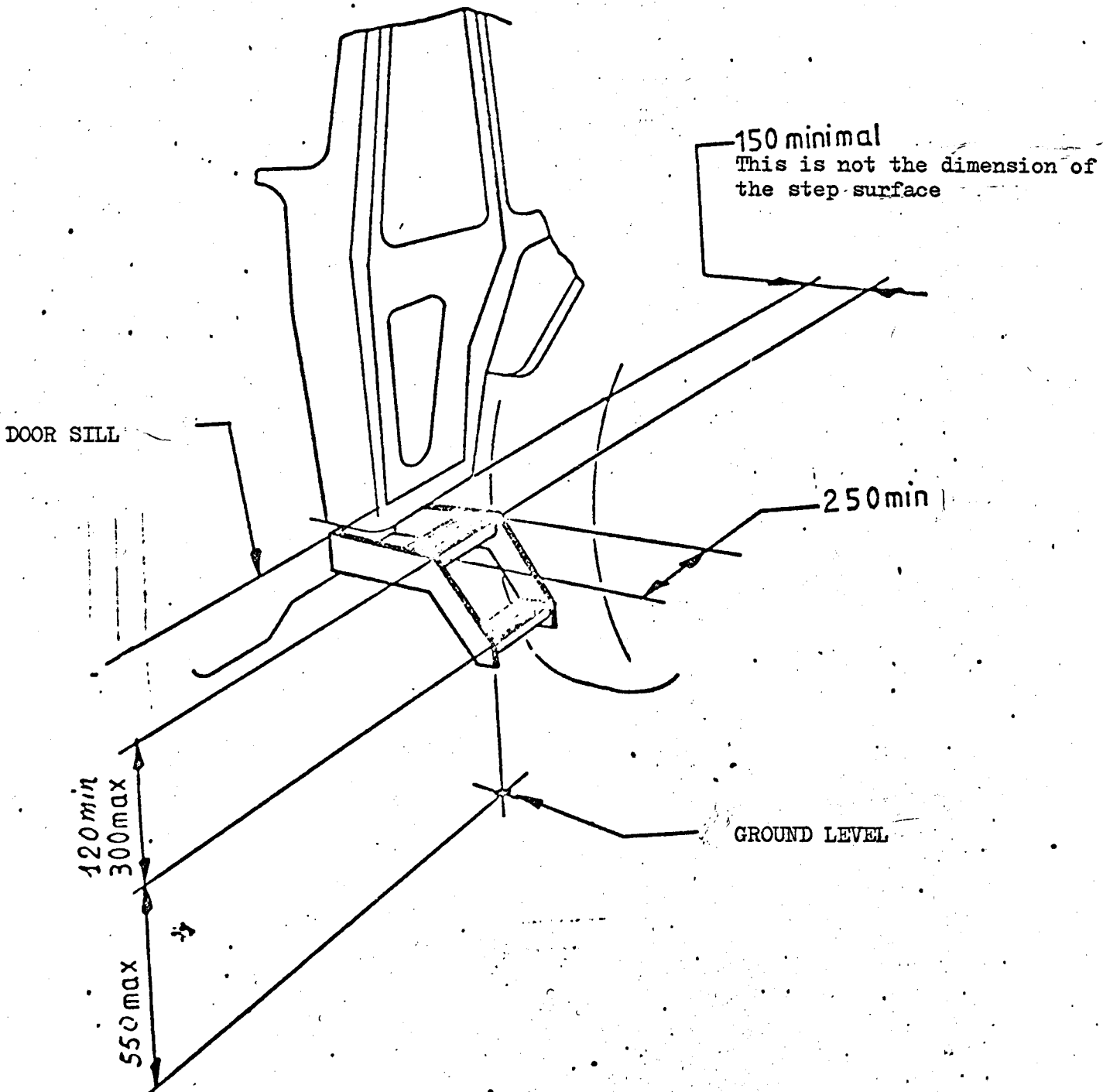


Fig. 4

METHOD OF DETERMINING THE SEAT REFERENCE POINT "S"1. Definition of the seat reference point "S"

The seat reference point "S" is defined as the point in the median longitudinal plane of the seat where the tangential plane at the base of the padded backrest and a horizontal intersect. This horizontal plane cuts the lower surface of the seat pan panel 150 mm in front of the seat reference point "S".

2. Positioning of the seat

The seat must be set in its rearmost and highest position.

3. Device for determining the seat reference point "S"

The device illustrated in Figure 1 consists of a panel representing the seat pan, and other panels representing the backrest. The lowerbackrest panel is jointed at the level of the iliac crests (A) and the lumbus (B), joint (B) being adjustable in height.

4. Method of determining the seat reference point "S"

The seat reference point "S" must be determined by using the device illustrated in Figures 1 and 2 to simulate use of the seat by the driver. The device must be positioned on the seat. A force of 550 N must then be applied at a point 50 mm in front of joint "A" and the two parts of the backrest board must be lightly pressed, tangentially against the padded backrest.

It is not possible to determine a tangent for each surface of the padded backrest (below and above the lumbar region), the following procedure must be followed :

a) where it is not possible to determine a tangent to the lowest possible surface : the lowest part of the backrest panel must be lightly pressed against the padded backrest in a vertical position.

b) where it is not possible to determine a definite tangent to the highest possible surface : the joint (B) must be set at a height of 230 mm above the reference point "S" if the lowest part of the backrest panel is vertical. Then the two parts of the backrest panel are pressed lightly and tangentially against the padded backrest in a vertical position.

FIGURE 1

DEVICE FOR DETERMINING THE SEAT REFERENCE POINT (S)

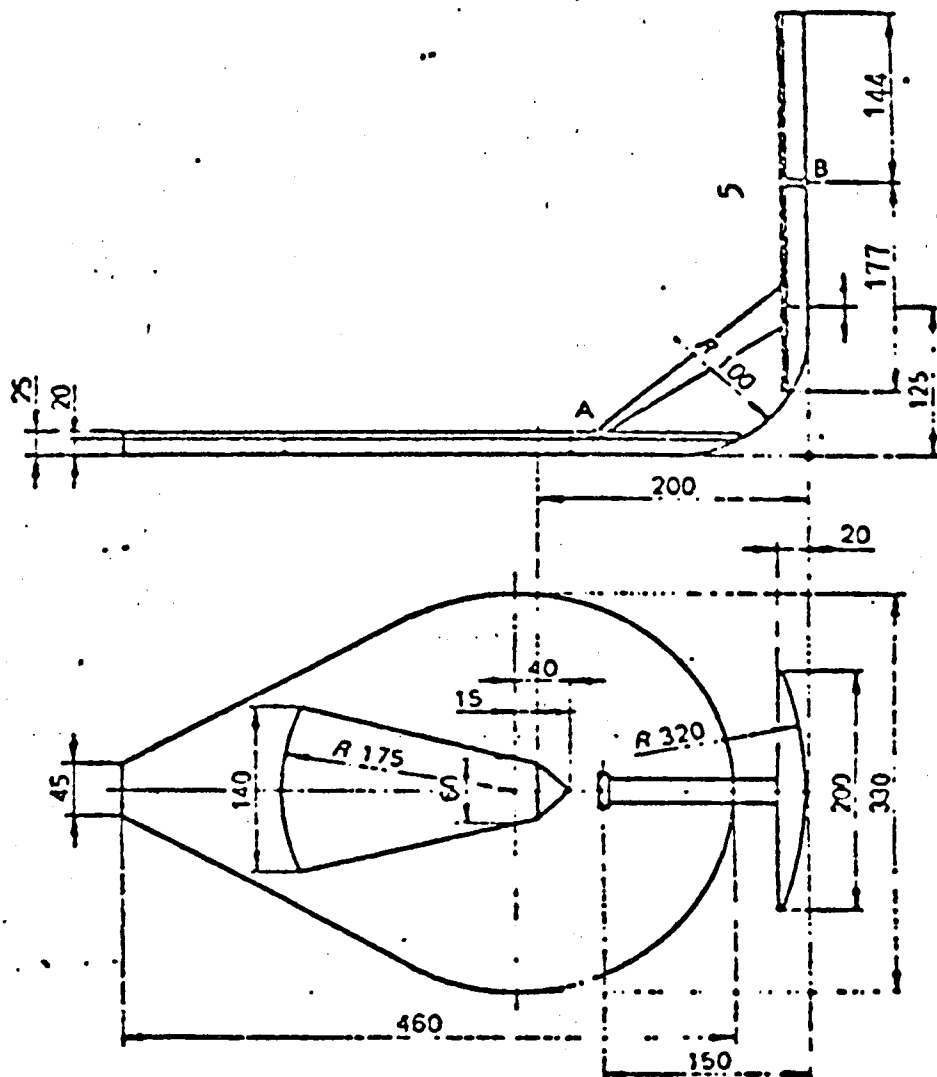
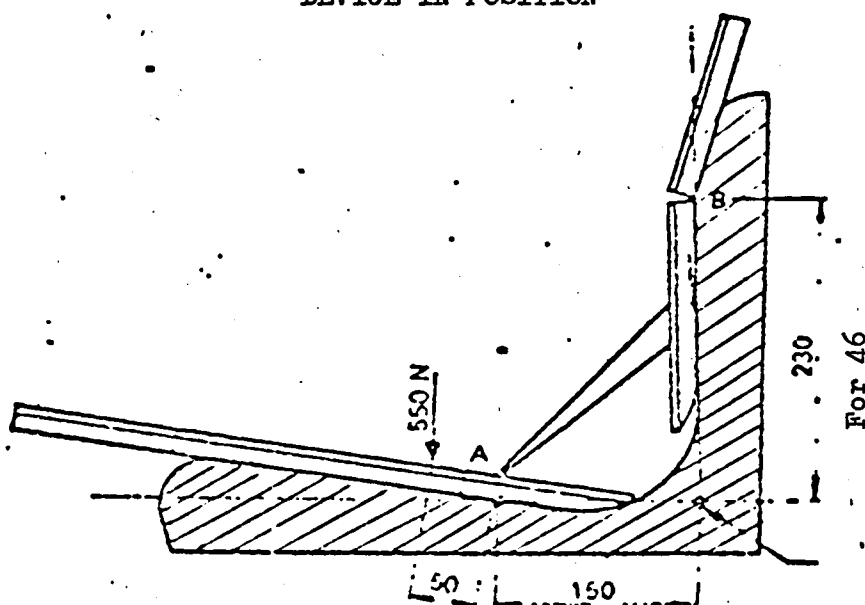


FIGURE 2

DEVICE IN POSITION



ALL DIMENSIONS ARE IN MM

ANNEX II

MODEL

Name of administration

ANNEX TO THE EEC TYPE-APPROVAL CERTIFICATES FOR A TRACTOR TYPE IN RESPECT OF THE OPERATING SPACE, ACCESS TO THE DRIVING POSITION (ENTRY AND EXIT FACILITIES) AND DOORS AND WINDOWS.

(Article 4(2) and Article 10 of Council Directive 74/150/EEC of 4 March 1974 on the approximation of the laws of the Member States relating to the EEC type-approval of wheeled agricultural or forestry tractors).

EEC type approval N°.

1. Component(s) or characteristic(s) (*)

- operating space
- access to the driving position (entry and exit facilities)
- doors and windows

2. Make of tractor or business name of manufacturer

3. Type and commercial designation of tractor

4. Name and address of manufacturer

5. Where applicable, name and address of manufacturer's authorized representative
.....

6. Brief description of tractor
.....

7. Description of component(s) and/or characteristic(s) mentioned under 1 above
.....
.....

8. Tractor submitted for EEC type-approval on

9. Technical service performing the tests

10. Date of report issued by that service

11. Number of report issued by that service

12. Type-approval for the operating space (*), access to the driving position
(entry and exit) (*), doors and windows (*) has been granted/refused (*).

* Delete where inapplicable.

13. Place

14. Date

15. Signature

16. The following documents bearing the EEC type-approval number shown above are
appended hereto :

..... dimensional drawings

..... exploded view or photograph of the cab
or entry and exit facilities.

17. Any other comments

.....