COUNCIL DIRECTIVE

of 20 July 1981

amending Council Directive 76/115/EEC on the approximation of the laws of the Member States relating to anchorages for motor-vehicle safety belts

(81/575/EEC)

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 (1),

Having regard to the opinion of the European Parliament (2),

Having regard to the opinion of the Economic and Social Committee (3),

Whereas Council Directive 76/115/EEC of 18 December 1975 on the approximation of the laws of the Member States relating to anchorages for motor-vehicle safety belts (4) lays down *inter alia* in Annex I requirements concerning the minimum number of belt anchorages to be provided for vehicles of category M_1 as defined in Annex I to 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 trailers (5), as last amended by Directive 80/1267/EEC (6);

Whereas in the interest of road safety the fitting of safety belts and restraint systems complying with Council Directive 77/541/EEC of 28 June 1977 on the approximation of the laws of the Member States relating to safety belts and restraint systems of motor vehicles (7) should henceforth be required in vehicles of certain M and N categories and permitted and encouraged for vehicles in the other M and N categories; whereas it is therefore necessary, within the framework of EEC motor vehicle type-approval, to provide for anchorages for the different categories of vehicles; whereas for this purpose the scope of Directive 76/115/EEC must be extended in order that manufacturers may fit such vehicles with anchorages which comply with the requirements of that Directive; whereas such an extension has been made possible by technical progress in motor-vehicle construction;

Whereas for this purpose Directive 76/115/EEC should be amended;

Whereas amendment of that Directive means adapting to technical progress certain requirements in the Annexes to Directive 76/115/EEC; whereas the entry into force of the provisions of the present Directive should be made to coincide with that of the provisions which, following adoption of the present Directive, will then be adopted in order to adapt the requirements of the Annexes to Directive 76/115/EEC to technical progress,

HAS ADOPTED THIS DIRECTIVE:

Article 1

Directive 76/115/EEC shall be amended as follows:

1. Article 2 is replaced by the following:

'*Article 2*

For the purposes of this Directive, 'vehicle' means any motor vehicle in categories M and N as defined in Annex I to Directive 70/156/EEC intended for use on the road, having at least four wheels and a maximum design speed exceeding 25 km/h.'

2. In Annex I:

(a) Section 4.3.1 is replaced by the following:

'4.3.1. For the front seats of vehicles in category M_1, category M_2 (except vehicles of a permissible maximum weight exceeding 3 500 kg and those which include places specially designed for standing passengers) and categories N_1, N_2 and N_3, two lower belt anchorages and one upper belt anchorage must be provided. However, for front central seats, two lower belt anchorages are considered as sufficient where the windscreen is located outside the reference zone defined in Annex II to Directive 74/60/EEC. As regards the belt anchorages, the windscreen is considered part

(1) OJ No C 87, 9. 4. 1980, p. 5.
(2) OJ No C 265, 13. 10. 1980, p. 77.
(3) OJ No C 230, 8. 9. 1980, p. 6.
(4) OJ No L 24, 30. 1. 1976, p. 6.
(5) OJ No L 42, 23. 2. 1970, p. 1.
(6) OJ No L 375, 31. 12. 1980, p. 34.
(7) OJ No L 220, 29. 8. 1977, p. 95.