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LIST OF ANNEXES

Textual Amendments applied to the whole legislation

- F1** Repealed by [Regulation \(EC\) No 661/2009](#) of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (Text with EEA relevance).

F1

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ANNEX I

SCOPE, DEFINITIONS, APPLICATION FOR EEC TYPE-APPROVAL, EEC TYPE-APPROVAL, SPECIFIC REQUIREMENTS, TEST PROCEDURE

1. SCOPE

1.1.

1.1.1.

1.2.

2. DEFINITIONS

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2.2. **Vehicle type with regard to the windscreen defrosting and demisting systems**

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.....

2.3. **Three-dimensional reference grid**

.....

2.3.1.

2.4. Primary reference marks

.....

2.5. **Seat-back angle**

.....

2.6. **Actual seat-back angle**

.....

2.7. **Design seat-back angle**

.....

2.8. **V points**

.....

2.9. **R point or seating reference point**

.....

2.10. **H point**

.....

2.11. **Windscreen datum points**

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2.12. **Transparent area of a windscreen**

.....

2.13. **Horizontal seat-adjustment range**

.....

2.14. **Extended seat-adjustment range**

.....

2.15. **Defrosting system**

.....

2.16. **Defrosting**

.....

2.17. **Defrosted area**

.....

2.18. **Demisting system**

.....

2.19. **Mist**

.....

2.20. **Demisting**

.....

3. APPLICATION FOR EEC TYPE-APPROVAL

3.1.

3.2. It shall be accompanied by the following documents in triplicate, and by the following particulars:

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3.3.

4. EEC TYPE-APPROVAL

.....

.....

4.3.

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5. SPECIFIC REQUIREMENTS

5.1. **Windscreen defrosting**

5.1.1.

5.1.2.

5.1.3.

5.1.4. The following requirements must be satisfied:

.....
.....

5.2. **Windscreen demisting**

5.2.1.

5.2.2.

5.2.3. The following requirements must be satisfied:

.....
.....

6. TEST PROCEDURE

6.1. **Windscreen defrosting**

6.1.1.

6.1.2.

6.1.3.

6.1.4.

6.1.4.1.

6.1.5.

6.1.5.1.

6.1.5.1.1.

6.1.6.

6.1.7.

6.1.7.1.

6.1.7.2. During the final 35 minutes of the test period (or during the entire test period if the five-minute warming-up procedure is not followed) the engine must run:

.....

6.1.8.

6.1.9.

6.2. Windscreen demisting

6.2.1.

6.2.2.

6.2.2.1.

6.2.2.2.

6.2.2.3.

6.2.3.

6.2.4.

6.2.5.

6.2.6.

6.2.7.

6.2.7.1. Throughout the test the engine must run:

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6.2.8.

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ANNEX II

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

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ANNEX III

METHOD FOR DETERMINING THE DIMENSIONAL RELATIONSHIPS BETWEEN THE VEHICLE'S PRIMARY REFERENCE MARKS AND THE THREE-DIMENSIONAL REFERENCE GRID

1. RELATIONSHIP BETWEEN REFERENCE GRID AND VEHICLE'S PRIMARY
REFERENCE MARKS

.....

2. METHOD FOR ESTABLISHING RELATIONSHIP OF REFERENCE GRID TO
REFERENCE MARKS

.....

3. EXAMINATION OF THE REFERENCE PLANE

.....

4. ACTUAL TEST ATTITUDE

.....

5. RESULTS

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ANNEX IV

PROCEDURE FOR DETERMINING VISION AREAS ON WINDSCREENS OF CATEGORY VEHICLES IN RELATION TO THE V POINTS

1. POSITIONS OF THE V POINTS

1.1.

1.2. Table I indicates the basic coordinates for a design seat-back angle of 25°. The positive direction for the coordinates is indicated in figure 1 of Annex III.

.....

1.3.

1.3.1. Table II shows the further corrections to be made to the X and Z coordinates of each V point when the design seat-back angle is not 25°. The positive direction for the coordinates is shown in figure 1 of Annex III.

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2. VISION AREAS

2.1.

2.2. Vision area A is the area on the outer surface of the windscreen bounded by the following four planes extending forward from the V point (see figure 1):

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2.3. Vision area B is the area of the outer surface of the windscreen which is more than 25 mm from the outer edge of the transparent area and is bounded by the intersection of the following four planes with the outer surface of the windscreen (see figure 2):

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ANNEX V

STEAM GENERATOR

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Diagram of steam generator

Dimensions and characteristics of steam generator

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ANNEX VI