

Council Directive 93/92/EEC of 29 October 1993 on the installation of lighting and light-signalling devices on two or three-wheel motor vehicles (repealed)

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ANNEX V **U.K.**

REQUIREMENTS CONCERNING MOTORCYCLES WITH SIDE-CAR

1. All motorcycles with side-car must be fitted with the following lighting and light-signalling devices:
 - 1.1. main-beam headlamp;
 - 1.2. dipped-beam headlamp;
 - 1.3. direction indicator lamps;
 - 1.4. stop lamp;
 - 1.5. front position lamp;
 - 1.6. rear position lamp;
 - 1.7. rear registration plate lamp;
 - 1.8. non-triangular rear retro-reflector.
2. All motorcycles with side-car may also be fitted with the following lighting and light-signalling devices:
 - 2.1. front fog lamp;
 - 2.2. rear fog lamp;
 - 2.3. hazard warning signal;
 - 2.4. non-triangular side retro-reflectors.
3. Each of the lighting and light-signalling devices referred to in sections 1 and 2 must be fitted in accordance with the appropriate provisions of section 6 below.
4. No lighting and light-signalling device other than those referred to in sections 1 and 2 may be fitted.
- [^{F15} The lighting and light-signalling devices referred to in sections 1 and 2 and type-approved for vehicles in categories M₁ and N₁, in accordance with the relevant Directives 76/757/EEC, 76/758/EEC, 76/759/EEC, 76/760/EEC, 76/761/EEC, 76/762/EEC, 77/538/EEC or 77/539/EEC, shall also be permitted on motorcycles with sidecar.]

Textual Amendments

- F1** Substituted by [Commission Directive 2000/73/EC of 22 November 2000 adapting to technical progress Council Directive 93/92/EEC on the installation of lighting and light-signalling devices on two- or three-wheel motor vehicles \(Text with EEA relevance\)](#).

6. SPECIFIC FITTING REQUIREMENTS **U.K.**
 - 6.1. Main-beam headlamps **U.K.**
 - 6.1.1. *Number*: one or two.
 - 6.1.2. *Arrangement drawing*: no individual specifications.

6.1.3. Location **U.K.**

6.1.3.1. Width:

- an independent main-beam headlamp may be fitted above, below or to one side of another front lamp: if these lamps are one above the other the reference centre of the main-beam headlamp must be located within the median longitudinal plane of the motorcycle; if these lamps are side by side their reference centre must be symmetrical in relation to the median longitudinal plane of the motorcycle,
- a main-beam headlamp that is reciprocally incorporated with another front lamp must be fitted in such a way that its reference centre lies within the median longitudinal plane of the motorcycle. However, when the motorcycle is also fitted with an independent dipped-beam headlamp alongside the main-beam headlamp, their reference centres must be symmetrical in relation to the median longitudinal plan of the motorcycle,
- two main-beam headlamps of which either one or both are reciprocally incorporated with another front lamp must be fitted in such a way that their reference centres are symmetrical in relation of the median longitudinal plane of the motorcycle.

6.1.3.2 The length: at the front of the vehicle. This requirement is considered to have been met if the light emitted does not disturb the driver either directly or indirectly by means of the rear-view mirrors and/or other reflective surfaces on the vehicle.

6.1.3.3. In any case, the distance between the edge of the illuminating surface of any independent main-beam headlamp and the edge of that of the dipped-beam headlamp must not exceed 200 mm.

6.1.3.4. The distance separating the illuminating of two main-beam headlamps must not exceed 200 mm.

6.1.4. Geometrical visibility **U.K.**

Even in the zones which do not seem to be illuminated in the direction of observation under consideration, the illuminating surface must be visible within a divergent area limited by generatrices touching the entire contour of the illuminating surface and forming an angle of 5° at least with the headlamp reference axis. The contour of the projection of the illuminating surface on to a transverse plane that is tangent to the front part of the mainbeam headlamp lens is considered to be the origin of the angles of geometrical visibility.

6.1.5. Alignment: forwards. **U.K.**

May move in line with the steering angle.

6.1.6. May be grouped together with the dipped-beam headlamp and the other front lamps.

6.1.7. May not be combined with any other lamp.

6.1.8. May be reciprocally incorporated:

6.1.8.1. with the dipped-beam headlamp;

6.1.8.2. with the front position lamp;

6.1.8.3. with the front fog lamp.

6.1.9. Electrical connections **U.K.**

The main-beam headlamps must switch on simultaneously. When switching from the dipped to the main-beam all of the main-beam headlamps must be lit. When switching from the main beam to the dipped-beams all of the main-beam headlamps must be switched off simultaneously. The dipped-beam headlamps may remain lit at the same time as the main-beam headlamps.

[^{XI}6.1.10. Circuit-closed telltale: compulsory.] U.K.

Blue non-flashing warning light.

Editorial Information

X1 Substituted by [Corrigendum to Council Directive 93/92/EEC of 29 October 1993 on the installation of lighting and light-signalling devices on two or three-wheel motor vehicles \(Official Journal of the European Communities L 311 of 14 December 1993\)](#).

6.1.11. Other requirements: the maximum intensity of the main-beam headlamps which can be switches on at the same time must not exceed 225 000 cd (component type-approval value).

6.2. Dipped-beam headlamps U.K.

6.2.1. *Number*: one or two.

6.2.2. *Arrangement drawing*: no individual specifications.

6.2.3. Position U.K.

6.2.3.1. Width:

- an independent dipped-beam headlamp may be installed above, below or to one side of another front lamp: if these lamps are one above the other the reference centre of the dipped-beam headlamp must be located in the median longitudinal plane of the motorcycle; if these lamps are side by side their reference centres must be symmetrical in relation to the median longitudinal plane of the motorcycle,
- a dipped-beam headlamp that is reciprocally incorporated with another front lamp must be installed in such a way that its reference centre lies within the median longitudinal plane of the motorcycle. However, where the motorcycle is also fitted with an independent main-beam headlamp alongside the dipped-beam headlamp, their reference centres must be symmetrical in relation to the median longitudinal plane of the motorcycle,
- two dipped-beam headlamps, of which either one or both are reciprocally incorporated with another front lamp, must be installed in such a way that their reference centres are symmetrical in relation to the median longitudinal plane of the motorcycle.

6.2.3.2. Height: a minimum of 500 mm and a maximum of 1 200 mm above the ground.

6.2.3.3. Length: at the front of the vehicle. This requirement is considered to have been met if the light emitted does not disturb the driver either directly or indirectly by means of the rear-view mirrors and/or other reflective surfaces of the vehicle.

6.2.3.4. In the case of two dipped-beam headlamps the distance separating the illuminating surfaces must not exceed 200 mm.

6.2.4. Geometric visibility U.K.

Determined by angles α and β as specified in section A 10 of Annex I:

- α = 15° upwards and 10° downwards;
 β = 45° to the left and to the right if there is only one dipped-beam headlamps;
 45° outwards and 10° inwards if there are two dipped-beam headlamps.

The presence of panels or other items of equipment near the light must not give rise to secondary effects causing discomfort to other road users.

6.2.5. Alignment: forwards. **U.K.**

May move in line with the steering angle.

The vertical inclination of the dipped beam must remain between -0,5 % and -2,5 %, except in the case where an external adjusting device is present.

6.2.6. May be grouped together with the main-headlamp and the other front lamps.

6.2.7. May not be combined with any other lamp.

6.2.8. May be reciprocally incorporated with the main headlamp and the other front lamps.

6.2.9. Electrical connections **U.K.**

The control for changing to the dipped-beam must switch off all main-beam headlamps simultaneously, whereas the dipped-beams may remain switched on at the same time as the main beam.

6.2.10. Circuit-closed telltale: optional. **U.K.**

Green non-flashing indicator light.

6.2.11 *Other requirements*: none.

6.3. Direction indicator lamps **U.K.**

6.3.1. *Number*: two per side.

6.3.2. *Arrangement drawing*: two front and two rear indicator lamps.

6.3.3. Position **U.K.**

6.3.3.1. Width:

- the edges of the illuminating surfaces furthest from the median longitudinal plane must not be more than 400 mm from the outermost part of the vehicle,
- the internal edges of the illuminating surfaces must be at least 600 mm apart,
- there must be a minimum distance between the illuminating surfaces of the indicators and the nearest dipped-beam headlamps of:
 - 75 mm in the case of a minimum indicator intensity of 90 cd,
 - 40 mm in the case of a minimum indicator intensity of 175 cd,
 - 20 mm in the case of a minimum indicator intensity of 250 cd,
 - ≤ 20 mm in the case of a minimum indicator intensity of 400 cd.

6.3.3.2. Length: the distance towards the front between the transverse plane corresponding to the extreme longitudinal rearmost extremity of the vehicle and the centre of reference of the rear indicators must not exceed 300 mm. The front direction indicator on the side-car must be ahead of the centre axis of the side-car and the rear direction indicator must be to the rear of the centre axis of the side-car.

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6.3.4. Geometric visibility **U.K.**

Horizontal angles: see Appendix 2.

Vertical angles: 15° above and below the horizontal.

However, the vertical angle below the horizontal may be reduced to 5° if the lamps are less than 750 mm above the ground.

6.3.5. Alignment **U.K.**

The direction indicator lamps may move in line with the steering angle.

6.3.6. May be grouped with one or more lamps.

6.3.7. May not be combined with any other lamp.

6.3.8. May not be reciprocally incorporated with any other lamp.

6.3.9. Electrical connections **U.K.**

Direction indicator lamps must switch on independently of the other lamps. All direction indicator lamps on one side of a vehicle must be switched on and off by means of one control.

[^{X1}6.3.10.Operational telltale: compulsory.] **U.K.**

This may be optical or auditory or both. If it is optical it must be green flashing light visible under all normal operating conditions. It must be extinguished or remain alight without flashing or show a marked change of frequency in the event of the malfunction of any of the direction indicator lamps. If it is entirely auditory it must be clearly audible and show the same operating conditions as the optical telltale.

6.3.11. Other requirements **U.K.**

The characteristics listed below must be measured with the electrical generator supplying current only to those circuits that are essential to the operation of the engine and lighting devices.

6.3.11.1. Actuation of the light-signalling device control must be followed by illumination of the lamp within a maximum of one second and initial extinction of the lamp within a maximum of one-and-a-half seconds.

6.3.11.2. In the case of all vehicles the direction indicator lamps of which are supplied with direct current:

6.3.11.2.1 the flashing-light frequency must be 90 ± 30 times per minute;

6.3.11.2.2 the direction indicator lamps on the same side of the vehicle must flash at the same frequency and in phase.

6.3.11.3. Where a vehicle is fitted with direction indicator lamps which are supplied with alternating current, when the engine speed lies between 50 and 100 % of the speed corresponding to the maximum speed of the vehicle:

6.3.11.3.1 the lights must flash at a frequency of 90 ± 30 times per minute;

6.3.11.3.2 the direction indicator lamps may flash on the same side of the vehicle either simultaneously or alternately. The front lamps must not be visible to the rear nor the rear lamps to the front within the zones defined in Appendix 1.

6.3.11.4. Where the direction indicator lamps fitted to a vehicle are supplied with alternating current, when the engine speed lies between the idling speed specified by the manufacturer and 50 % of the speed corresponding to the maximum speed of the vehicle:

6.3.11.4.1 the flashing frequency must lie between 90 + 30 and 90 - 45 times per minute;

6.3.11.4.2 direction indicator lamps on the same side of the vehicle may flash either simultaneously or alternately. The front lamps must not be visible to the rear, nor the rear lamps visible to the front within the zones defined in Appendix 1.

6.3.11.5. In the event of failure, other than a short circuit, of one direction indicator lamp, the other must continue to flash, or remain lit, but the frequency in this state may be different from that specified.

6.4. Stop lamps **U.K.**

6.4.1. *Number*: one or three (only one of which on the side-car).

6.4.2. *Arrangement drawing*: no individual specifications.

6.4.3. Position **U.K.**

6.4.3.1. *Width*: the lateral distance between the outermost edge of the illuminating surfaces of the outermost stop lamps and the overall width must not exceed 400 mm. Where a third stop lamp is fitted it must be symmetrical to the stop lamp that is not fitted to the side-car in relation to the median longitudinal plane of the motorcycle.

6.4.3.2. *Height*: minimum 250 mm, maximum 1 500 mm above ground.

6.4.3.3. *Length*: at the rear of the vehicle.

6.4.4. *Geometric visibility*: **U.K.**

Horizontal angle: 45° to the left and to the right. Where a stop lamp is fitted to the side-car: 45° to the outside and 10° to the inside.

Vertical angle: 15° above and below the horizontal.

However, the vertical angle below the horizontal may be reduced to 5° if the lamp is less than 750 mm above the ground.

6.4.5. *Alignment*: towards the rear of the vehicle.

6.4.6. May be grouped with one or more other rear lamps.

6.4.7. May not be combined with any other lamp.

6.4.8. May be reciprocally incorporated with the rear position lamp.

6.4.9. *Electrical connection*: must light up whenever at least one of the service brakes is applied.

6.4.10. *Circuit-closed telltale*: prohibited.

6.5. Front position lamps **U.K.**

6.5.1. *Number*: two or three (one only on the side-car).

6.5.2. *Arrangement drawing*: no individual specifications.

6.5.3. Position **U.K.**

6.5.3.1. Width: the lateral distance between the outermost edge of the illuminating surfaces of the outermost two front position lamps and the outermost edges of the vehicle must not exceed 400 mm. Where a third front position lamp is fitted it must be symmetrical to the front position lamp other than that fitted to the side-car, in relation to the median longitudinal plan of the motorcycle.

6.5.3.2. Height: minimum 350 mm, maximum 1 200 mm above the ground.

6.5.3.3. Length: at front of vehicle.

6.5.4. Geometric visibility **U.K.**

Horizontal angle: 80° to the outside and 45° to the inside.

Vertical angle: 15° above and below the horizontal. However, the vertical angle below the horizontal may be reduced to 5° if the lamp is less than 750 mm above the ground.

6.5.5. Alignment: towards the front. **U.K.**

May move in line with the steering angle.

6.5.6. May be grouped with any other front lamp.

6.5.7. May be reciprocally incorporated with any other front lamp.

6.5.8. *Electrical connections*: no individual specifications.

6.5.9. Circuit-closed telltale: compulsory. **U.K.**

Non-flashing green pilot light; this telltale is not required where the dashboard lighting can only be switched on and off simultaneously with the position lamp.

6.5.10. Other requirements: none.

6.6. Rear position lamps **U.K.**

6.6.1. *Number*: two or three (one only on the side-car).

6.6.2. *Arrangement drawing*: no individual specifications.

6.6.3. Position **U.K.**

6.6.3.1. Width: the lateral distance between the outermost edge of the illuminating surfaces of the outermost rear position lamps and the outermost edges of the vehicle must not exceed 400 mm. Where a third rear position lamp is fitted it must be symmetrical to the front position lamp other than that fitted to the side-car, in relation to the median longitudinal plane of the motorcycle.

6.6.3.2. Height: minimum 250 mm, maximum 1 500 mm above the ground.

6.6.3.3. Length: at rear of vehicle.

6.6.4. Geometric visibility **U.K.**

Horizontal angle: 80° to the outside and 45° to the inside.

Vertical angle: 15° above and below the horizontal.

However, the vertical angle below the horizontal may be reduced to 5° if the lamp is less than 750 mm above the ground.

6.6.5. *Alignment:* towards the rear.

6.6.6. May be grouped with any other rear lamp.

6.6.7. May be combined with the rear registration plate lamp.

6.6.8. May be reciprocally incorporated with the stop lamp or non-triangular rear retro-reflector, or with both, or with the rear fog lamp.

6.6.9. *Electrical connections:* no individual specifications.

6.6.10. Circuit-closed telltale: optional. **U.K.**

Its function may be fulfilled by the device provided, where appropriate, for the front position lamp.

6.6.11. *Other requirements:* none.

6.7. Front fog lamps **U.K.**

6.7.1. *Number:* one or two.

6.7.2. *Arrangement drawing:* no individual specifications.

6.7.3. Position **U.K.**

6.7.3.1. Width:

- one independent front position lamp may be fitted above or below or to one side of another front lamp: if these lamps are one above the other the reference centre of the main-beam headlamp must be located within the median longitudinal plane of the vehicle; if these lamps are side by side their reference centres must be symmetrical in relation to the median longitudinal plane of the vehicle,
- a front position lamp that is reciprocally incorporated with another front lamp must be installed in such a way that its reference centre is situated in the median longitudinal plane of the vehicle,
- two front position lamps, one or both of them, reciprocally incorporated with another front lamp, must be installed in such a way that their reference centres are symmetrical in relation to the median longitudinal plane of the vehicle.

6.7.3.2. Height: 250 mm minimum above the ground. No point of the illuminating surface must be above the highest point of the illuminating surface of the dipped-beam headlamp.

6.7.3.3. Length: at the front of the vehicle, this requirement is considered to have been met if the light emitted does not disturb the driver, either directly or indirectly by means of the rear-view mirrors and/or other reflective surfaces of the vehicle.

6.7.4. Geometric visibility **U.K.**

This is determined by the angles α and β as defined in section A 10 of Annex I:

α = 5° upwards and downwards;
 β = 45° to the outside and 10° towards the inside.

6.7.5. *Alignment:* towards the front. **U.K.**

May move in line with the steering angle.

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- 6.7.6. May be grouped with the other front lamps.
- 6.7.7. May not be combined with any other front lamp.
- 6.7.8. May be reciprocally incorporated with a main-beam headlamp and a front position lamp.
- 6.7.9. Electrical connections **U.K.**

It must be possible to switch the front fog lamp on or off independently of the main-beam headlamp or the dipped-beam lamp.

- 6.7.10. Circuit-closed telltale: optional. **U.K.**

Green non-flashing indicator light.

- 6.7.11. *Other requirements*: none.

- 6.8. Rear fog lamps **U.K.**

- 6.8.1. *Number*: one or two.

- 6.8.2. *Arrangement drawing*: no individual specifications.

- 6.8.3. Position **U.K.**

- 6.8.3.1. Width: when a single fog lamp is fitted its position in relation to the median longitudinal plane of the vehicle must be on the side opposite that required for the rule of the road in the Member State where it is to be registered.

- 6.8.3.2. Height: minimum 250 mm, maximum 900 mm above the ground.

- 6.8.3.3. Length: at the rear of the vehicle.

- 6.8.3.4. The distance between the illuminating surface of the rear fog lamp and that of the stop lamp must be at least 100 mm.

- 6.8.4. Geometrical visibility **U.K.**

This is determined by the angles α and β as defined in section A 10 of Annex I:

- α = 5° upwards and 5° downwards;
- β = 25° to the left and to the right.

- 6.8.5. *Position*: to the rear.

- 6.8.6. May be grouped with any other rear lamp.

- 6.8.7. May not be combined with any other lamp.

- 6.8.8. May be reciprocally incorporated with a rear position lamp.

- 6.8.9. Electrical connections **U.K.**

The lamp may not be lit unless one or more of the following lamps are lit: the main-beam headlamp, the dipped-beam headlamp or the front fog lamp.

If there is a front fog lamp, it must be possible to switch off the rear fog lamp independently of the front fog lamp.

- 6.8.10. Circuit-closed telltale: compulsory. **U.K.**

Non-flashing amber indicator light.

6.8.11. *Other requirements*: none.

6.9. Hazard warning signal **U.K.**

6.9.1. Requirements identical to those set out in sections 6.3. to 6.3.8.

6.9.2. Electrical connections **U.K.**

The signal must be actuated by a separate control which enables all of the direction indicators to be supplied with current simultaneously.

6.9.3. Circuit-closed telltale: compulsory. **U.K.**

A red flashing light or, if there is not a separate telltale, the simultaneous operation of the telltales specified in 6.3.10.

6.9.4. Other requirements **U.K.**

A light flashing at the frequency of 90 ± 30 times per minute.

Actuation of the light-signalling device must be followed by illumination of the lamp within a maximum of one second and initial extinction of the lamp within a maximum of one-and-a-half seconds.

It must be possible to actuate the hazard warning signal even if the device for switching the engine on or off is in a position such that it is impossible for the latter to operate.

6.10. Rear registration plate lamp **U.K.**

6.10.1.	<i>Number</i> : one. The lamp may consist of several optical elements intended to illuminate the position of the plate.	
6.10.2.	<i>Arrangement drawing</i>	Such that the lamp illuminates the position reserved for the registration plate.
6.10.3.	<i>Position</i>	
6.10.3.1.	Width	
6.10.3.2.	Height	
6.10.3.3.	Length	
6.10.4.	<i>Geometric visibility</i>	
6.10.5.	Position	
6.10.6.	May be grouped with one or more rear lamps.	
6.10.7.	May be combined with the rear position lamp.	
6.10.8.	May not be reciprocally incorporated with any other lamp.	
6.10.9.	Electrical connections: no individual specifications.	
6.10.10.	<i>Circuit-closed telltale</i> : optional. Its operation must be ensured by the same telltale as provided for the position lamp.	
6.10.11.	<i>Other requirements</i> : none.	

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6.11. Non-triangular side retro-reflectors **U.K.**

6.11.1. *Number per side*: one or two class IA⁽¹⁾.

6.11.2. *Arrangement drawing*: no individual specifications.

6.11.3. Position **U.K.**

6.11.3.1. Width: no individual specifications.

6.11.3.2. Height: 300 mm minimum, 900 mm maximum above the ground.

6.11.3.3. Length: must be such that, under normal conditions, the device cannot be masked by the driver or the passenger, nor by their clothing.

6.11.4. Geometric visibility **U.K.**

Horizontal angles: 30° towards the front and rear.

Vertical angles: 15° above and below the horizontal.

However, the vertical angle below the horizontal may be reduced to 5° if the height of the retro-reflector is less than 750 mm.

6.11.5. *Position*: the reference axis of the retro-reflectors must be perpendicular to the median longitudinal plane of the vehicle and positioned outwards. Retro-reflectors at the front may move in line with the steering angle.

6.11.6. May be grouped with the other signalling devices.

6.12. Non-triangular rear retro-reflectors **U.K.**

6.12.1. *Number*: two, class IA⁽¹⁾.

6.12.2. *Arrangement drawing*: no individual specifications.

6.12.3. Location **U.K.**

6.12.3.1. Width:

— the edges of the illuminating surfaces furthest from the median longitudinal plane of the vehicle must not be more than 400 mm from the outermost edge of the vehicle,

— the inner edges of the reflectors must be at least 500 mm apart. That distance may be reduced to 400 mm if the maximum width of the vehicle is less than 1 300 mm.

6.12.3.2. Height: minimum 250 mm, maximum 900 mm above the ground.

6.12.3.3. Length: to the rear of the vehicle.

6.12.4. Geometrical visibility **U.K.**

Horizontal angle: 30° to the outside and 10° to the inside.

Vertical angle: 15° above and below the horizontal.

However, the vertical angle below the horizontal may be reduced to 5° if the height of the retro-reflector is less than 750 mm.

6.12.5. *Location*: to the rear.

6.12.6. May be grouped with any other lamp.

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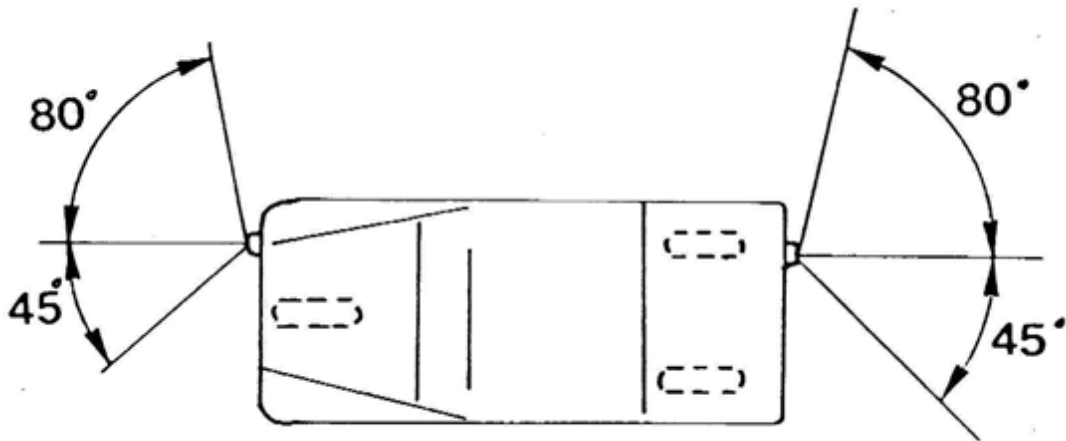
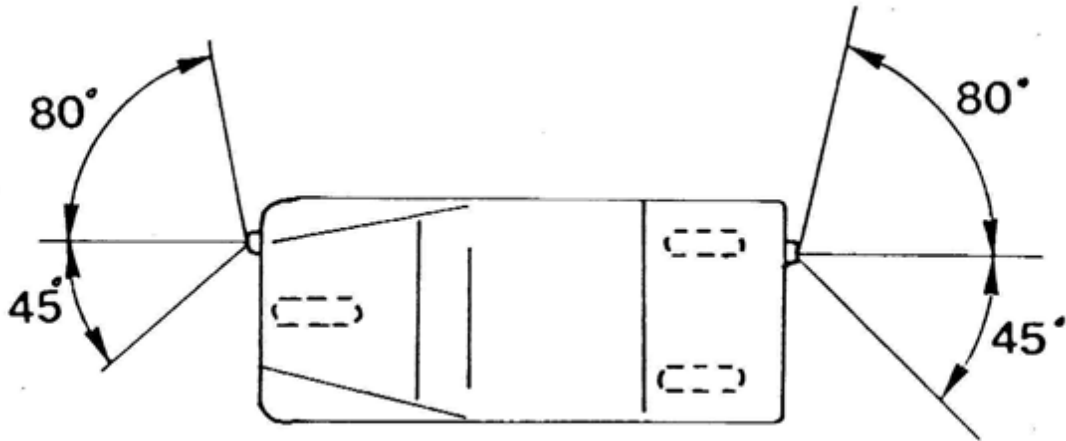
- 6.12.7. The illuminating surface of the retro-reflector may have parts in common with any other red rear lamp.

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Appendix 1 U.K.

Visibility of red lights towards the front and white lights towards the rear

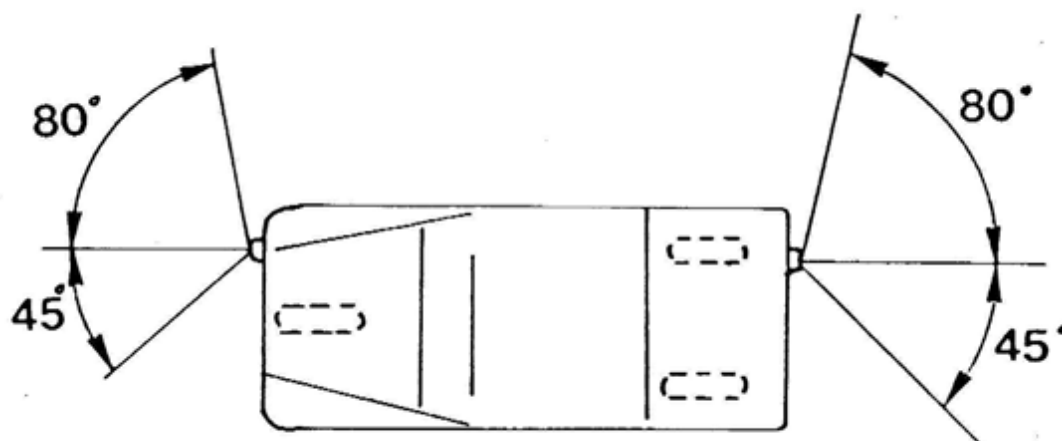
(See point B.9 in Annex I and point 6.3.11.4.2 in this Annex)



Appendix 2 U.K.

Arrangement drawing

Two direction indicator lamps at the front and rear

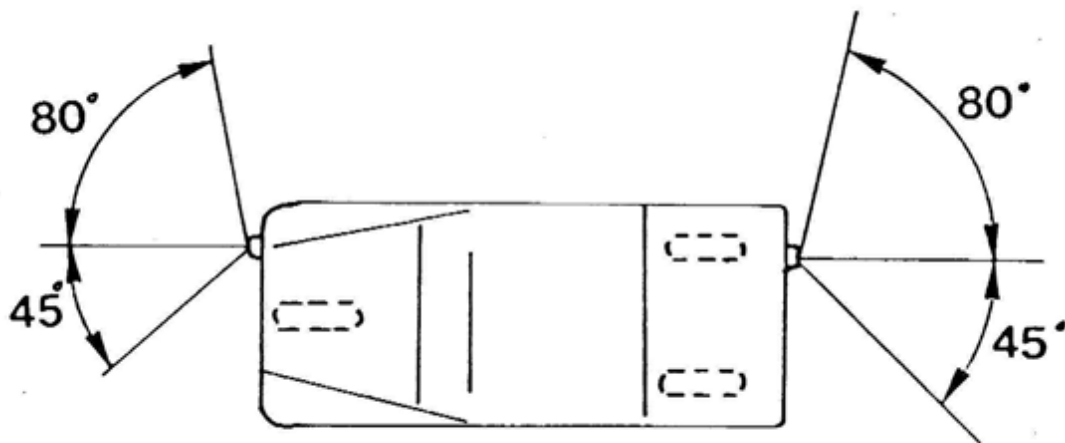


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Appendix 3 U.K.

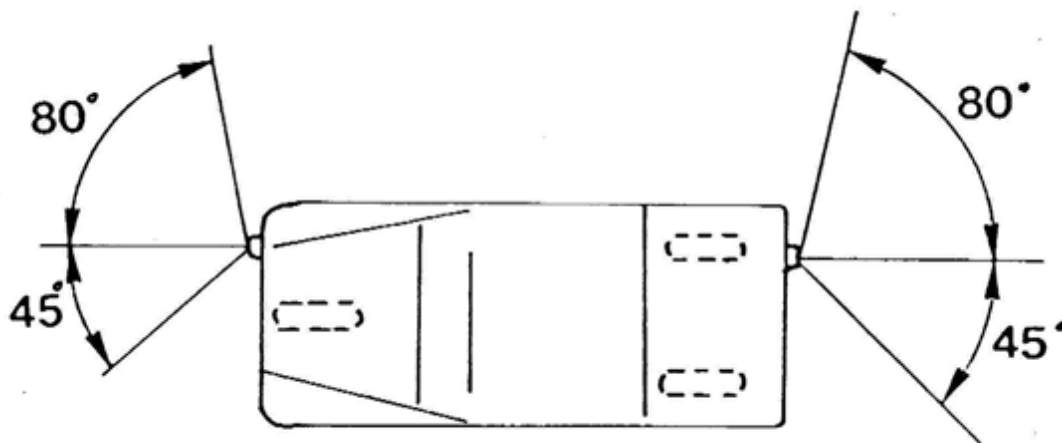
Information document in respect of the installation of lighting and light-signalling devices on a type of motorcycle with side-car

(To be attached to the component type-approval application where this is submitted separately from the vehicle type-approval application)



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Appendix 4 U.K.



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- (1) In accordance with the classification set out in Directive 76/757/EEC.