

## **Information**

The European Commission prepared several proposals in order to simplify the legislative framework and to reduce the administrative burden and the cost of approvals for manufacturers. In that context, requirements of REGULATION (EC) No 715/2007 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information and COMMISSION REGULATION (EC) No 692/2008 of 18 July 2008 implementing and amending Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information were incorporated into the text of Regulation 83. It was necessary to update the technical provisions and requirements of Regulation No. 83 and other related Regulations in order to align them with the corresponding above-mentioned regulations.

On the 57<sup>th</sup> session of GRPE held on 13-16 January 2009 in Geneva, European Commission introduced first series of informal documents proposing and justifying to implement into the Regulations the new Euro 5/6 emission requirements of EC Regulations Nos. 715/2007 and 692/2008

The proposals were as follows:

- [GRPE-57-17](#) - (European Commission) Proposal for draft 06 series of amendments to Regulation No. 83: Insertion into the Regulation of the Euro 5/6 requirements
- [GRPE-57-22](#) - (EC) Proposal for amendments to Regulation No. 49 (alignment of the scope with that of Regulation No. 83 implementing Euro 5/6)
- [GRPE-57-23](#) - (EC) Proposal for amendments to Regulation No. 83
- [GRPE-57-24](#) - (EC) Justification summary for the amendments to Regulation No. 83 (informal document No. GRPE-57-17)

The proposed main completions and amendments to the Regulation No 83 were as follows:

- The SCOPE has changed – contrary to the previous form, the regulation has to apply to vehicles with a reference mass not exceeding 2610 kg
- The lately introduced fuel types were incorporated into the text. In compliance with the new fuel types the relating parts have been modified with special regard to the definitions (e.g.: flex-fuel, bi-fuel) and the corresponding hydrocarbon ratios.
- New limit values for the tests Type VI. and Type V.
- Two new Appendices, Appendix 5 (Responsibilities for in-service conformity) as well as Appendix 6 (Requirements for vehicles that use a reagent for the exhaust after-treatment system), were introduced.
- In Annex 3, a new table (Table 1) was introduced to clarify the different levels of emissions and OBD standards and the related implementation dates.

- Annex 9, Test V. has been substantially modified to reflect that the whole vehicle durability test now represents an ageing test of 160.000 kms instead of the previous 80.000 kms).
- Three new Appendices (Appendix 1, Appendix 2 and Appendix 3) to Annex 9 were introduced in order to incorporate new test cycles (SBC, SDBC, SRC).
- Annex 10: Specifications of reference fuels have been modified and extended to include the new fuel types.
- Annex 11 (OBD for motor vehicles) has been completed with OBD threshold limits for Euro5 and Euro6.
- In Annex 11. – Appendix 1, a new Section 7 (In-use performance) was introduced.

In addition, Regulations No. 49 and No. 101 were also modified according to the new Regulation No. 83 to be harmonized with related EC regulations 715/2007 and 692/2008:

- the SCOPE has changed in Regulation No. 49
- new fuel type was introduced into the text of Regulation No. 101

During the discussion, the expert from the United Kingdom questioned the need to insert already at this stage the new Euro 6 emissions requirements that have not yet been fully defined. The expert from France supported this position and reminded GRPE to align in parallel the provisions of Regulation No. 101.

Following the thorough discussion, GRPE agreed to submit, on an exceptional basis, the updated proposal by the EC as a new 06 series of amendments to Regulation No. 83, to WP.29 and AC.1, for consideration at their June 2009 sessions, subject to a final review by GRPE at its June 2009 session.

At the 57<sup>th</sup> session of GRPE all experts and Contracting Parties were invited to send further feedback until 15 February 2009 in order to submit an updated proposal to the secretariat by mid of March 2009 at latest.

Comments and reflections were received from: The Czech Republic, CLEPA, UK, Germany, AEGPL, France, The Netherlands, Malta, AECC, (ACEA sent its comments later). According to the comments the Commission decided to transpose the final Euro 5 stage only.

The set of documents for discussion and approval during the one-hundred-and-forty-eighth session of WP.29 held in Geneva on 23-26 June 2009 were:

- [ECE/TRANS/WP.29/2009/57](#) and [Corr1](#) - (GRPE) Proposal for the 06 series of amendments to Regulation No. 83 - (Emissions of M1 and N1 vehicles)
- [ECE/TRANS/WP.29/2009/76](#), Corr1 and Corr2 - (GRPE) Proposal for the 01 series of amendments to Regulation No. 101 - (CO2 emissions/fuel consumption)
- [ECE/TRANS/WP.29/2009/75](#) - (GRPE) Proposal for amendments to the 06 series of amendments to Regulation No. 49 - (Emissions of C.I. and P.I. (NG and LPG) engines)

During the discussion at the 58<sup>th</sup> GRPE Session, ACEA submitted an informal document [ECE-TRANS-WP29-GRPE-58-inf08](#) listing their remarks that they considered to be subject to further revision before final approval could be made.

The document [ECE/TRANS/ WP.29/2009/134](#) included a number of revisions to the previous documents.

Taking into consideration the additional remarks and comments, concerning the two informal documents were submitted to the GRPE / WP.29 secretariats for the November session of WP.29. The documents were: [WP.29-149-04](#) and [WP.29-149-05](#).

During its 149<sup>th</sup> session, WP.29 decided to withhold from voting and send the matter back to GRPE for further consideration.

An expert meeting has been planned to be held on January 12, 2010, prior to next GRPE session. In order to fully arrange documents for this meeting, a preparatory meeting was held on December 17, 2009, in Brussels. The preparatory meeting was hosted and attended by the representative of EC and chaired by *Mr. André Rijnders* from NL.

Following this meeting, documents were prepared to re-amend the previously submitted documents. These documents included revised versions of the documents already presented, amending not only Regulation No. 83, but also connected regulations Regulation No.101 and No.103.

A proposal was submitted to the GRPE secretariat as an informal document for amending the Regulation No. 103 for discussion at the January session ([GRPE-59-13](#)).

The expert meeting was held on *January 12, 2010* (see: [GRPE-59-11](#) - Draft agenda for the GRPE expert meeting on Euro-5 requirements)

The documents were discussed during the meeting as follows:

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|----|---|--|
| 1. | Regulation No. 83 (Emissions of M <sub>1</sub> and N <sub>1</sub> categories of vehicles) | ECE/TRANS/WP.29/2009/57 and<br>Corr.1<br>ECE/TRANS/WP.29/2009/134<br>ECE/TRANS/WP.29/2010/53<br>GRPE-59-16                     |
| 2. | Regulation No. 101 (CO <sub>2</sub> emissions/ fuel consumption)                          | ECE/TRANS/WP.29/2009/76 and<br>Corr.1  |
| 3. | Regulation No. 49 (Emissions of C.I. and P.I. (NG and LPG) engines)                       | ECE/TRANS/WP.29/2009/75<br>ECE/TRANS/WP.29/GRPE/2010<br>/5<br>ECE/TRANS/WP.29/2010/51<br>ECE/TRANS/WP.29/2010/54<br>GRPE-59-16 |
| 4. | Regulation No. 103 (Pollution control devices)  | GRPE-59-13   |

Following the discussions and decisions of the meeting, new informal versions of documents ([GRPE-59-21](#), [GRPE.59-22](#) and [GRPE-59-23](#)) were prepared for the GRPE plenary session.

The main amendments to the existing documents are regarding

**Regulation No. 49.:**

- the number of series of amendments has been left unchanged (05 series)
- the definitions “unladen mass” and “running order mass” have been introduced into the text

**Regulation No. 101.:**

- the reference to ISO 28580 standard has been deleted

**Regulation No. 83.:**

- new definition “running order mass” has been introduced into the text

- new definition “particle numbers” has been introduced into the text and the related paragraphs have been amended accordingly
- analytical equipment for measurement of methane concentration has been introduced in Annex 4a
- formula for the calculation of NMHC concentration has been introduced into Annex 4a
- new text on additive exhaust emission deterioration factor has been introduced into Annex 9
- new appendices (1, 2 and 3) have been inserted into Annex 9 regarding the Standard Bench Cycle (SBC), Standard Diesel Bench Cycle (SDBC) and Standard Road Cycle (SRC)

The aforementioned amendments are mostly based on the Polish proposal (document No.: [GRPE-59-16](#)) and the requests of OICA.

At the 59<sup>th</sup> GRPE plenary session after a brief discussion all proposed working documents were agreed on and transmitted for adoption to the WP.29 March session.

Besides the UN-ECE sessions, the documents were discussed five times by the stakeholders (ACEA, AECC and several interested Contracting Parties: Germany, France, The Netherlands, Hungary, Finland) during the transposition process.

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