

**Economic and Social Council**Distr.: General
18 July 2012

Original: English

Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****158th session**

Geneva, 13-16 November 2012

Item 4.10.4 of the provisional agenda

**1958 Agreement – Consideration of draft amendments
to existing Regulations submitted by GRPE****Proposal for Supplement 1 to the 03 series of amendments to
Regulation No. 96 (diesel emissions (agricultural tractors))****Submitted by the Working Party on Pollution and Energy***

The text reproduced below was adopted by the Working Party on Pollution and Energy (GRPE) at its sixty-fourth session (ECE/TRANS/WP.29/GRPE/64, para. 44). It is based on ECE/TRANS/WP.29/GRPE/2012/9/Rev.1, as amended by paragraph 44 of the report (ECE/TRANS/WP.29/GRPE/64). It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee AC.1 for consideration.

* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

Add new paragraphs 11.19. to 11.30., to read (inserting also footnote 1):

- "11.19. By derogation to the provisions stipulated in paragraphs 11.11. to 11.16., the following additional transition clauses from 11.20. to 11.29. shall apply in respect of category T vehicles with the following specific characteristics:
- (a) Tractors with a maximum design speed of not more than 40 km/h, with a minimum track width of less than 1,150 mm, with an unladen mass, in running order, of more than 600 kg and with a ground clearance of not more than 600 mm. However, where the height of the centre of gravity of the tractor¹ (measured in relation to the ground) divided by the average minimum track width for each axle exceeds 0.90, the maximum design speed is restricted to 30 km/h;
 - (b) Tractors designed for working with high-growing crops, such as vines. They feature a raised chassis or section of chassis, enabling them to advance in parallel with the crop with left and right wheels on either side of one or more rows of the crop. They are intended for carrying or operating tools which may be fitted at the front, between the axles, at the rear or on a platform. When the tractor is in working position the ground clearance perpendicular to the crop rows exceeds 1,000 mm. Where the height of the centre of gravity of the tractor¹ (measured in relation to the ground, using the tyres normally fitted) divided by the average minimum track width of all of the axles exceeds 0.90, the maximum design speed shall not exceed 30 km/h.
- 11.20. As from 1 January 2013, Contracting Parties applying this Regulation may refuse to grant approvals to variable speed engines, or engine families, of the power band L, intended for installation on the vehicles defined in paragraph 11.19., which do not meet the requirements of this Regulation as amended by the 03 series of amendments.
- 11.21. As from 1 January 2014, Contracting Parties applying this Regulation may refuse to grant approvals to variable speed engines, or engine families, of the power bands M and N, intended for installation on the vehicles defined in paragraph 11.19., which do not meet the requirements of this Regulation as amended by the 03 series of amendments.
- 11.22. As from 1 January 2015, Contracting Parties applying this Regulation may refuse to grant approvals to variable speed engines, or engine families, of the power band P, intended for installation on the vehicles defined in paragraph 11.19., which do not meet the requirements of this Regulation as amended by the 03 series of amendments.
- 11.23. As from 1 January 2016, Contracting Parties applying this Regulation may refuse to grant approvals to variable speed engines, or engine families, of the power band Q, intended for installation on the vehicles defined in paragraph 11.19., which do not meet the requirements of this Regulation as amended by the 03 series of amendments.
- 11.24. As from 1 October 2016, Contracting Parties applying this Regulation may refuse to grant approvals to variable speed engines, or engine families, of the power band R, intended for installation on the vehicles defined in

¹ Centre of gravity of the tractor in accordance with standard ISO 789-6: 1982.

paragraph 11.19., which do not meet the requirements of this Regulation as amended by the 03 series of amendments.

- 11.25. As from 1 January 2014, Contracting Parties applying this Regulation may refuse the placing on the market of variable speed engines, or engine families, included in the power band L, intended for installation on the vehicles defined in paragraph 11.19., not approved under this Regulation as amended by the 03 series of amendments.
- 11.26. As from 1 January 2015, Contracting Parties applying this Regulation may refuse the placing on the market of variable speed engines, or engine families, included in the power bands M and N, intended for installation on the vehicles defined in paragraph 11.19., not approved under this Regulation as amended by the 03 series of amendments.
- 11.27. As from 1 January 2016, Contracting Parties applying this Regulation may refuse the placing on the market of variable speed engines, or engine families, included in the power band P, intended for installation on the vehicles defined in paragraph 11.19., not approved under this Regulation as amended by the 03 series of amendments.
- 11.28. As from 1 January 2017, Contracting Parties applying this Regulation may refuse the placing on the market of variable speed engines, or engine families, included in the power band Q, intended for installation on the vehicles defined in paragraph 11.19., not approved under this Regulation as amended by the 03 series of amendments.
- 11.29. As from 1 October 2017, Contracting Parties applying this Regulation may refuse the placing on the market of variable speed engines, or engine families, included in the power band R, intended for installation on the vehicles defined in paragraph 11.19., not approved under this Regulation as amended by the 03 series of amendments.
- 11.30. By derogation to the provisions stipulated in paragraphs 11.25. to 11.29. Contracting Parties applying this Regulation shall postpone each date mentioned in the above paragraphs for two years in respect of engines with a production date prior to the said dates."
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