



Economic and Social Council

Distr.: General
27 April 2012

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on Pollution and Energy

Sixty-fourth session

Geneva, 5–8 June 2012

Item 5(a) of the provisional agenda

**Agricultural and forestry tractors, non-road mobile machinery:
Regulation No. 96 (diesel emissions (agricultural tractors))**

Proposal for an amendment to the Regulation No. 96

Submitted by the experts from the European Commission and Italy*

The text reproduced below was prepared by the experts from the European Commission and Italy to add transitional provisions in Regulation No. 96 to take into consideration the technical impossibility to install engines compliant with Stages IIIB and IV into some category T vehicles. This document is based on Informal document GRPE-63-12, distributed at the sixty-third session of the Working Party on Pollution and Energy (GRPE) and updated as indicated in ECE/TRANS/WP.29/GRPE/63, paragraph 45. The modifications to the original English text are marked using track changes. The same modifications in the French and Russian versions are marked in bold for new or strikethrough for deleted characters.

* 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.

I. Proposal

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 m, 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 tractor 1/ (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 m, 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

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

- 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 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."

II. Justification

1. The target of this proposal is to take into consideration the technical impossibility to install engines compliant with Stages IIIB and IV into some category T vehicles. These tractors are defined by the EU legislation as T2 and C2 and have a specific description that is included in the proposal. These tractors are specialised machines intended to operate in vineyards and orchards in southern (Mediterranean) Europe.
2. The technical impossibility means that installing Stage IIIB and Stage IV compliant engines into those tractors would imply that the dimensions and manoeuvrability of the tractors would be modified in such a way that they would not be able to perform the work for which they are designed in the vineyards and orchards.

3. Following the Directive 2011/87/EU of the European Parliament and Council that has delayed Stages IIIB and IV for these tractors by 3 years, a similar proposal is now put forward for the amendment of Regulation N. 96.
