

Commission Implementing Decision (EU) 2015/158 of 30 January
2015 on the approval of two Robert Bosch GmbH high efficient
alternators as the innovative technologies for reducing CO₂ emissions
from passenger cars pursuant to Regulation (EC) No 443/2009 of the
European Parliament and of the Council (Text with EEA relevance)

Article 1

1 The Robert Bosch GmbH high efficient alternator with high efficiency diodes (HED) and intended for use in M₁ vehicles is approved as an innovative technology within the meaning of Article 12 of Regulation (EC) No 443/2009.

2 The Robert Bosch GmbH high efficient alternator with synchronous active rectification (SAR) having an efficiency of at least 78 per cent and intended for use in M₁ vehicles is approved as an innovative technology within the meaning of Article 12 of Regulation (EC) No 443/2009.

3 The CO₂ emissions reduction from the use of both alternators referred to in paragraphs 1 and 2 shall be determined using the methodology set out in the Annex to Implementing Decision 2013/341/EU.

4 In accordance with the second subparagraph of Article 11(2) of Implementing Regulation (EU) No 725/2011, the CO₂ emission reduction determined in accordance with paragraph 3 of this Article, may only be certified and entered into the certificate of conformity and relevant type approval documentation specified in Annexes I, VIII and IX to Directive 2007/46/EC where the reductions are on or above the threshold specified in Article 9(1) of Implementing Regulation (EU) No 725/2011.

5 The individual eco-innovation code to be entered into type approval documentation to be used for the innovative technologies approved through this Decision shall be as follows:

- (1) '8' for high efficient alternator with high efficiency diodes,
- (2) '9' for high efficient alternator with synchronous active rectification.

Changes to legislation:

There are currently no known outstanding effects for the Commission Implementing Decision (EU) 2015/158, Article 1.