

Commission Implementing Decision (EU) 2019/314 of 21 February 2019 on the approval of the technology used in SEG Automotive Germany GmbH High efficient 48V motor generator (BRM) plus 48V/12V DC/DC converter for use in conventional combustion engine and certain hybrid powered passenger cars as an innovative technology 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

Approval

The technology used in the SEG Automotive Germany GmbH High efficient 48V motor generator (BRM) plus 48V/12V DC/DC converter is approved as an innovative technology within the meaning of Article 12 of Regulation (EC) No 443/2009 provided the innovative technology is fitted in internal combustion engine powered M₁ vehicles, or in hybrid M₁ vehicles for which the conditions specified in point 6.3.2(2) or (3) of Annex 8 to UNECE Regulation 101 are fulfilled.

Article 2

Definitions

For the purpose of this Decision, 48V motor generator means a reversible machine that may operate as either an electric motor converting electrical energy into mechanical energy, or a generator converting mechanical energy into electrical energy as a standard alternator. This Decision focus on the generation function of the component.

Article 3

Application for certification of CO₂ savings

1 A manufacturer may apply for certification of the CO₂ savings from one or several SEG Automotive Germany GmbH High efficient 48V motor generators (BRM) plus 48V/12V DC/DC converters intended for use in M₁ vehicles that comply with the conditions set out in Article 1.

2 An application for the certification of the savings from one or several SEG Automotive Germany GmbH High efficient 48V motor generator (BRM) plus 48V/12V DC/DC converter shall be accompanied by an independent verification report confirming that the CO₂ savings threshold of 1 g CO₂/km specified in Article 9 of Implementing Regulation (EU) No 725/2011 is met.

3 The type approval authority shall reject the application for certification if it finds that the motor generator plus converter or motor generators plus converters are fitted in vehicles that do not comply with the conditions set out in Article 1, or where the CO₂ emission savings are below the threshold specified in Article 9(1) of Implementing Regulation (EU) No 725/2011.

Article 4

Certification of CO₂ savings

1 The reduction in CO₂ emissions from the use of a SEG Automotive Germany GmbH High efficient 48V motor generator (BRM) plus 48V/12V DC/DC converter shall be determined using one of the two methodologies set out in the Annex.

2 Where a manufacturer applies for the certification of the CO₂ savings from more than one SEG Automotive Germany GmbH High efficient 48V motor generator (BRM) plus 48V/12V DC/DC converter in relation to one vehicle version, the type approval authority shall determine which of the motor generators plus converters tested delivers the lowest CO₂ savings, and record those savings in the relevant type approval documentation. That value shall also be indicated in the certificate of conformity in accordance with Article 11(2) of Implementing Regulation (EU) No 725/2011.

3 The type approval authority shall record the verification report and the test results on the basis of which the savings were determined and shall make that information available to the Commission on request.

Article 5

Eco-innovation code

The eco-innovation code No 27 shall be entered into the type approval documentation where reference is made to this Decision in accordance with Article 11(1) of Implementing Regulation (EU) No 725/2011.

Article 6

Applicability

This Decision shall apply until 31 December 2020.

Article 7

Entry into force

This Decision shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Done at Brussels, 21 February 2019.

For the Commission

The President

Jean-Claude JUNCKER

Changes to legislation:

There are currently no known outstanding effects for the Commission Implementing Decision (EU) 2019/314.