

Commission Directive 2008/74/EC of 18 July 2008 amending, as regards the type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and access to vehicle repair and maintenance information, Directive 2005/55/EC of the European Parliament and of the Council and Directive 2005/78/EC (Text with EEA relevance)

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ANNEX I

Amendments to Directive 2005/55/EC

1. Annex I is amended as follows:

(a) Section 1 is replaced by the following:

1. This Directive applies to the control of gaseous and particulate pollutants, useful life of emission control devices, conformity of in-service vehicles/engines and onboard diagnostic (OBD) systems of all motor vehicles, and to engines as specified in Article 1 with the exception of those vehicles of category M₁, N₁, N₂ and M₂ for which type approval has been granted under Regulation (EC) No 715/2007 of the European Parliament and of the Council⁽¹⁾.

From 3 January 2009 up to the dates specified in Article 10(2) of Regulation (EC) No 715/2007 for new approvals and in Article 10(3) of that Regulation for extensions, type approvals may continue to be granted under this Directive for vehicles of category N₁, N₂ and M₂ with a reference mass below 2 610 kg.

(b) In section 2.1, the following definitions are added:

“reference mass” means the mass of the vehicle in running order less the uniform mass of the driver of 75 kg and increased by a uniform mass of 100 kg.

“mass of the vehicle in running order” means the mass described in Section 2.6 of Annex I to Directive 2007/46/EC.

(c) The following point 4.5 is added:

- 4.5. At the request of the manufacturer, the type approval of a completed vehicle given under this Directive shall be extended to its incomplete vehicle with a reference mass below 2 610 kg. Type approvals shall be extended if the manufacturer can demonstrate that all bodywork combinations expected to be built onto the incomplete vehicle, increase the reference mass of the vehicle to above 2 610 kg.

(d) In point 6.2, the following subparagraphs are inserted after the fourth subparagraph:

For petrol engines, the test procedures set out in Annex VII of Directive 2005/78/EC shall apply.

For diesel engines, the test procedure for smoke opacity in Annex VI of Directive 2005/78/EC shall apply.

2. Annex II is amended as follows:

(a) In Appendix 1, the following points 8.4, 8.4.1, 8.4.1.1 and 8.4.1.2 are added:

- 8.4. Engine performances (for measurement of smoke opacity)
 - 8.4.1. Power at the six points of measurement referred to in paragraph 2 of Annex 4 of UN/ECE Regulation 24.
 - 8.4.1.1. Power of the engine measured on the test bench: ...
 - 8.4.1.2. Power measured on the wheels of the vehicle: ...

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Engine speed (min^{-1})	Measured power (kW)
1.
2.
3.
4.
5.
6.

(b) The following Appendix 6 is added:

‘Appendix 6

Information required for roadworthiness testing

- A. Measurement of carbon monoxide emissions⁽³⁾
 - 3.2.1.6. Normal engine idling speed (including tolerance) ... min^{-1}
 - 3.2.1.6.1. High engine idling speed (including tolerance) ... min^{-1}
 - 3.2.1.7. Carbon monoxide content by volume in the exhaust gas with the engine idling⁽⁴⁾ ... % as stated by the manufacturer (positive ignition engines only)
- B. Measurement of smoke opacity
 - 3.2.13. Location of the absorption coefficient symbol (compression ignition engines only): ...
- 4. TRANSMISSION (v)
 - 4.3. Moment of inertia of engine flywheel: ...
 - 4.3.1. Additional moment of inertia with no gear engaged: ...

3. Appendix 1 of Annex III is amended as follows:

(a) In Section 2, point 2.7.4 is replaced by the following:

2.7.4. Particulate sampling

A single filter shall be used for the complete test procedure. The modal weighting factors specified in the test cycle procedure shall be taken into account by taking a sample proportional to the exhaust mass flow during each individual mode of the cycle. This can be achieved by adjusting sample flow rate, sampling time, and/or dilution ratio, accordingly, so that the criterion for the effective weighting factors in Section 6.6 is met.

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The sampling time per mode shall be at least four seconds per 0,01 weighting factor. Sampling shall be conducted as late as possible within each mode. Particulate sampling shall be completed no earlier than five seconds before the end of each mode.

(b) In Section 6, the following points 6.5 and 6.6 are added:

6.5. Calculation of the specific emission

The particulate emission shall be calculated in the following way:

$$PT = \frac{PT_{max}}{\sum_{i=1}^{n} P_i \times W_{fi}}$$

6.6. Effective weighting factor

The effective weighting factor W_{fei} for each mode shall be calculated in the following way:

$$W_{fei} = \frac{W_{mapi} \times Q_{modei}}{W_{map} \times Q_{modei}}$$

The value of the effective weighting factors shall be within $\pm 0,003$ (0,005 for the idle mode) of the weighting factors listed in Section 2.7.1 of this appendix.

4. In Appendix 1 of Annex VI, the following points are added:

1.5. Crankcase emissions test results: ...

1.6. Carbon monoxide emissions test results

Test	CO value(% vol)	Lambda ^a	Engine speed(min ⁻¹)	Engine oil temperature(°C)
Low idle test		N/A		
High idle test				

a Lambda formula: Appendix 1 to Annex IV

1.7. Smoke opacity test results

1.7.1. At steady speeds:

Engine speed (min ⁻¹)	Nominal flow G(litres/second)	Limit absorption values(m ⁻¹)	Measured absorption values (m ⁻¹)
1.
2.
3.
4.
5.

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6.
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1.7.2. Free acceleration tests

1.7.2.1. Engine test in accordance with Section 4.3 of Annex VI to Directive 2005/78/EC

Percentage of maximum rpm	Percentage of maximum torque at rpm stated m^{-1}	Measured absorption value m^{-1}	Corrected absorption value m^{-1}

1.7.2.2. Under free acceleration

1.7.2.2.1. Measured value of the absorption coefficient: ... m^{-1}

1.7.2.2.2. Corrected value of the absorption coefficient: ... m^{-1}

1.7.2.2.3. Location of the absorption coefficient symbol on the vehicle: ...

1.7.2.3. Vehicle test according to section 3 of Annex VI to Directive 2005/78/EC

1.7.2.3.1. Corrected absorption value: ... m^{-1}

1.7.2.3.2. Rpm at start: ... rpm

1.7.3. Stated net maximum power ... kW at ... rpm

1.7.4. Make and type of opacimeter: ...

1.7.5. Principal characteristics of engine type

1.7.5.1. Engine working principle: four-stroke/two-stroke⁽²⁾

1.7.5.2. Number and layout of cylinders: ...

1.7.5.3. Cylinder capacity: ... cm^3

1.7.5.4. Fuel feed: direct injection/indirect injection⁽²⁾

1.7.5.5. Supercharging equipment YES/NO⁽²⁾

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- (1) [OJ L 171, 29.6.2007, p. 1.](#)
- (2) Delete where not applicable (there are cases where nothing needs to be deleted when more than one entry is applicable).'
- (3) Numbering of the information document is consistent with the numbering used in the Type Approval Framework Directive (2008/74/EC).
- (4) Specify the tolerance.'