

Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (Text with EEA relevance)

*Article 3*

**Requirements for type-approval**

[<sup>F1</sup> In order to receive an EC type-approval of an engine system or engine family as a separate technical unit, EC type-approval of a vehicle with an approved engine system with regard to emissions and vehicle repair and maintenance information, or an EC type-approval of a vehicle with regard to emissions and vehicle repair and maintenance information the manufacturer shall, in accordance with the provisions of Annex I, demonstrate that the vehicles or engine systems are subject to the tests and comply with the requirements set out in Articles 4 and 14 and in Annexes III to VIII, X, XIII, XIV and XVII. The manufacturer shall also ensure compliance with the specifications of reference fuels set out in Annex IX.]

[<sup>F2</sup>1a If the vehicle OBD and vehicle repair and maintenance information is not available, or does not conform to Article 6 of Regulation (EC) No 595/2009, Article 2a and, where relevant, Articles 2b, 2c and 2d of this Regulation, and Annex XVII to this Regulation, when the application for type-approval is made, the manufacturer shall provide that information within six months of the date set out in Article 8(1) of Regulation (EC) No 595/2009 or within six months of the date of type-approval, whichever date is later.

1b The obligations to provide information within the dates referred to in paragraph 1a shall apply only if, following type-approval, the vehicle is placed on the market.

Where the vehicle is placed on the market more than six months after type-approval, the information shall be provided on the date on which the vehicle is placed on the market.

1c The approval authority may presume that the manufacturer has put in place satisfactory arrangements and procedures with regard to access to vehicle OBD and vehicle repair and maintenance information, on the basis of a completed Certificate on Access to Vehicle OBD and Vehicle Repair and Maintenance Information, providing that no complaint was made, and that the manufacturer provides the certificate within the periods referred to in paragraph 1a.

If the certificate of compliance is not provided within that period, the approval authority shall take appropriate measures to ensure compliance.]

2 In order to receive EC type-approval of a vehicle with an approved engine system with regard to emissions and vehicle repair and maintenance information, or an EC type-approval of a vehicle with regard to emissions and vehicle repair and maintenance information the manufacturer shall ensure compliance with the installation requirements set out in Section 4 of Annex I.

3 In order to receive an extension of the EC type-approval of a vehicle with regard to emissions and vehicle repair and maintenance information type-approved under this Regulation with a reference mass exceeding 2 380 kg but not exceeding 2 610 kg the manufacturer shall meet the requirements set out in Appendix 1 to Annex VIII.

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*Status: Point in time view as at 03/02/2012. This version of this provision has been superseded.*

*Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 582/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details)*

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4 The provisions for alternative approval specified in point 2.4.1 to Annex X and point 2.1 to Annex XIII shall not apply for the purpose of an EC type-approval of an engine system or engine family as a separate technical unit.

5 Any engine system and any element of design liable to affect the emission of gaseous and particulate pollutants shall be designed, constructed, assembled and installed so as to enable the engine, in normal use, to comply with the provisions of Regulation (EC) No 595/2009 and those of this Regulation. The manufacturer shall also ensure compliance with off-cycle requirements set out in Article 14 and Annex VI to this Regulation.

6 In order to receive an EC type-approval of an engine system or engine family as a separate technical unit or an EC type-approval of a vehicle with regard to emissions and vehicle repair and maintenance information the manufacturer shall ensure compliance with the requirements on fuel range for a universal fuel approval or in case of a positive-ignition engine fuelled with natural gas and LPG a restricted fuel range approval as specified in Section 1 of Annex I.

7 In order to receive an EC type-approval in the case of a petrol or E85 fuelled engine, the manufacturer shall ensure that the specific requirements for inlets to fuel tanks for petrol and E85 fuelled vehicles laid down in Section 4.3 of Annex I are fulfilled.

8 In order to receive an EC type-approval the manufacturer shall ensure that the specific requirements for electronic system security laid down in point 2.1 of Annex X are fulfilled.

9 The manufacturer shall take technical measures so as to ensure that the tailpipe emissions are effectively limited, in accordance with this Regulation, throughout the normal life of the vehicle and under normal conditions of use. Those measures shall include ensuring that the security of hoses, joints and connections, used within the emission control systems, are constructed so as to conform to the original design intent.

10 The manufacturer shall ensure that the emissions test results comply with the applicable limit value under the test conditions specified in this Regulation.

11 The manufacturer shall determine deterioration factors that will be used to demonstrate that the gaseous and particulate emissions of an engine family or engine-aftertreatment system family remain in conformity with the emission limits set out in Annex I to Regulation (EC) No 595/2009 over the normal useful life periods set out in Article 4(2) of that Regulation.

The procedures for demonstrating the compliance of an engine system or engine-aftertreatment system family over the normal useful life periods are set out in Annex VII to this Regulation.

12 For positive-ignition engines subject to the test set out in Annex IV, the maximum permissible carbon monoxide content in the exhaust gases at normal engine idling speed shall be that stated by the vehicle manufacturer. However, the maximum carbon monoxide content shall not exceed 0,3 % vol.

At high idle speed, the carbon monoxide content by volume of the exhaust gases shall not exceed 0,2 % vol., with the engine speed being at least 2 000 min<sup>-1</sup> and Lambda being 1 ± 0,03 or in accordance with the specifications of the manufacturer.

13 In the case of a closed crankcase, manufacturers shall ensure that for the test set out in Annex V, the engine's ventilation system does not permit the emission of any crankcase gases into the atmosphere. If the crankcase is of an open type the emissions shall be measured and added to the tailpipe emissions following the provisions set out in Annex V.

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14 When applying for type-approval, manufacturers shall present to the approval authority information showing that the deNO<sub>x</sub> system retains its emission control function during all conditions regularly pertaining in the territory of the Union, especially at low temperatures.

In addition, manufacturers shall provide the approval authority with information on the operating strategy of any EGR system, including its functioning at low ambient temperatures.

This information shall also include a description of any effects on emissions of operating the system under low ambient temperatures.

F<sup>3</sup>15 .....

**Textual Amendments**

- F1** Substituted by [Commission Regulation \(EU\) No 64/2012 of 23 January 2012 amending Regulation \(EU\) No 582/2011 implementing and amending Regulation \(EC\) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles \(Euro VI\) \(Text with EEA relevance\)](#).
- F2** Inserted by [Commission Regulation \(EU\) No 64/2012 of 23 January 2012 amending Regulation \(EU\) No 582/2011 implementing and amending Regulation \(EC\) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles \(Euro VI\) \(Text with EEA relevance\)](#).
- F3** Deleted by [Commission Regulation \(EU\) No 64/2012 of 23 January 2012 amending Regulation \(EU\) No 582/2011 implementing and amending Regulation \(EC\) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles \(Euro VI\) \(Text with EEA relevance\)](#).

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