

Changes to legislation: There are currently no known outstanding effects for the
 Commission Regulation (EU) 2017/1347, ANNEX II. (See end of Document for details)

ANNEX II

Regulation (EU) No 582/2011 is corrected as follows:

- (1) in Annex I, Appendix 9 is replaced by the following:

Appendix 9

EC Type-Approval Certification Numbering System

Section 3 of the EC type-approval number issued according to Articles 6(1), 8(1) and 10(1) shall be composed by the number of the implementing regulatory act or the latest amending regulatory act applicable to the EC type-approval. The number shall be followed by an alphabetical character reflecting the requirements of OBD and SCR systems in accordance with Table 1.

TABLE 1

Character	NO _x OTL ^a	PM OTL ^b	CO OTL ^f	IUPR ⁿ	Reagent quality	Additional OBD monitors	Power threshold requirements	Implementation dates: new types	Implementation dates: all vehicles	Installation date of registration
A ⁱ B ^j	Row “phase-in period” of Table 1 or Table 2	Performance Monitoring ^c	N/A	Phase-in ^e	Phase-in ^d	N/A	20 %	31.12.2012	31.12.2012	31.12.2015 ⁱ 30.12.2016 ^j
B ^k	Row “phase-in period” of Tables 1 and 2	N/A	Row “phase-in period” of Table 2	N/A	Phase-in ^d	N/A	20 %	1.9.2014	1.9.2014	30.12.2016
C	Row “general requirements” of Table 1 or Table 2	Row “general requirements” of Table 1	Row “general requirements” of Table 2	General	General	Yes	20 %	31.12.2015	31.12.2015	31.12.2019
D	Row “general requirements”	Row “general requirements”	Row “general requirements”	General	General	Yes	10 %	1.9.2018	1.9.2019	.

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	of Table 1 or Table 2	of Table 1	of Table 2							
Key:										
a	“NO _x OTL” monitoring requirements as set out in Table 1 of Annex X for compression ignition and dual-fuel engines and vehicles and Table 2 of Annex X for positive ignition engines and vehicles.									
b	“PM OTL” monitoring requirements as set out in Table 1 of Annex X for compression ignition and dual-fuel engines and vehicles.									
c	“Performance monitoring” requirements as set out in point 2.1.1 of Annex X.									
d	Reagent quality “phase-in” requirements as set out in point 7.1 of Annex XIII.									
e	Reagent quality “general” requirements as set out in point 7.1.1 of Annex XIII.									
f	“CO OTL” monitoring requirements as set out in Table 2 of Annex X for positive ignition engines and vehicles.									
g	IUPR “Phase-in” requirements as set out in Section 6 of Annex X.									
h	IUPR “General” requirements as set out in Section 6 of Annex X.									
i	For positive-ignition engines and vehicles equipped with such engines.									
j	For compression-ignition and dual-fuel engines and vehicles equipped with such engines.									
k	Only applicable to positive-ignition engines and vehicles equipped with such engines.									
l	Additional provisions concerning monitoring requirements as set out in paragraph 2.3.1.2 of Annex 9A to UNECE Regulation No 49.									
m	IUPR specifications are set out in Annex X. Positive Ignition engines and vehicles equipped with such engines are not subjected to IUPR.									
n	ISC requirement set out in Appendix 1 to Annex II.									
	N/A		Not applicable.							

(2) in Annex II, in Appendix 1, point 1 is replaced by the following:

1. INTRODUCTION

This Appendix describes the procedure to determine gaseous emissions from on-vehicle on-road measurements using Portable Emissions Measurement Systems (hereinafter “PEMS”). The pollutant emissions to be measured from the exhaust of the engine include the following components: carbon monoxide, total hydrocarbons and nitrogen oxides for compression ignition engines and carbon monoxide, non-methane hydrocarbons, methane and nitrogen oxides for positive ignition engines. Additionally, carbon dioxide shall be measured to enable the calculation procedures described in Section 4.

For engines fuelled with natural gas, the manufacturer, technical service or approval authority may choose to measure the total hydrocarbon (THC) emissions only instead of measuring the methane and non-methane hydrocarbon emissions. In that case, the emission limit for the total hydrocarbon emissions is the same as the one specified in Annex I to Regulation (EC) No 595/2009 for methane emissions. For the purposes of the calculation of the conformity factors pursuant to points 4.2.3 and 4.3.2 of this Appendix, the applicable limit shall be the methane emission limit only.

For engines fuelled with gases other than natural gas, the manufacturer, technical service or approval authority may choose to measure the total hydrocarbon (THC) emissions instead of measuring the non-methane hydrocarbon emissions. In that case,

the emission limit for the total hydrocarbon emissions is the same as the one specified in Annex I to Regulation (EC) No 595/2009 for non-methane hydrocarbon emissions. For the purposes of the calculation of the Conformity Factors pursuant to points 4.2.3 and 4.3.2 of this Appendix, the applicable limit shall be the non-methane emission limit..

(3) In Annex X, point 2.4.1.3 is replaced by the following:

2.4.1.3. The OBD standard Euro 6-2 in Table 1 of Appendix 6 of Annex I to Regulation (EC) No 692/2008 shall be considered equivalent to the characters C and D of Table 1 of Appendix 9 of Annex I to this Regulation..

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