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PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 49

(Emissions of C.I., NG and P.I. (LPG) engines)

Transmitted by the expert from the Netherlands

Note: The document reproduced below has been prepared by the expert from the Netherlands in order to align the scope of the Regulation with that of Regulation No. 83. The modifications to the current requirements are marked in **bold** characters.

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Note: This document is distributed to the Experts on Pollution and Energy only.

A. PROPOSAL

Paragraph 1., footnote 2/, amend to read:

"2/ **for C.I. engines** used by category N1, N2 and M2, and **for gas engines used by category N1** power-driven vehicles are not approved according to this Regulation, provided that such vehicles are approved according to Regulation No. 83."

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B. JUSTIFICATION

At the present time, the scope of Regulation No. 49 is not consistent with Supplement 5 to the 05 series of amendments to Regulation No. 83 (see TRANS/WP.29/1025) with regard to LPG and NG vehicles. Paragraph 1.2. of Regulation No. 83 reads that the vehicles of category N2 and M2 fuelled with NG and LPG must be approved according to Regulation No. 49, while in Regulation No. 49, paragraph 1., footnote 2/, the provisions for same category of vehicles require an approval according to Regulation No. 83.

The present text of Regulation No. 49 reads:

"1. SCOPE

This Regulation applies to the emission of gaseous and particulate pollutants from C.I. and NG engines and P.I. engines fuelled with LPG, used for driving motor vehicles having a design speed exceeding 25 km/h of categories 1/ 2/ M1 having a total mass exceeding 3.5 tonnes, M2, M3, N1, N2 and N3.

2/ Engines used by category N1, N2 and M2 power-driven vehicles are not approved according to this Regulation, provided that such vehicles are approved according to Regulation No. 83."

In the existing situation with respect to footnote 2/, a manufacturer could decide to type approve a gas-engine for a vehicle of the category M2 (> 3500 kg) or N2 according to Regulation No. 83. In this case, the only applicable emission tests are the type II test (CO at idling speed) and the type III test (crankcase gases). Regulation No. 49 is, in this case, not applicable with respect to paragraph 1., footnote 2/. This is an unlikely situation because these engines should and could be tested according to Regulation No. 49.

In Regulation No. 49, paragraph 1., footnote 2/ should only be applicable for gas-engines used by vehicles of category N1 and for compression-ignition engines corresponding to Table 1 of paragraph 5.2.1.
