

## Proposal for an amendment to ECE/TRANS/WP.29/GRPE/2013/6

### Submitted by the chairman of the informal working group on Retrofit Emission Control devices (REC)

The text reproduced below was prepared by the chairman of the informal working group on Retrofit Emission Control devices (REC) as a result of the discussion of the informal group on retrofit emission control devices (REC) regarding a proposal for a new Regulation on REC.

Modifications to the original text of ECE/TRANS/WP.29/GRPE/2013/6 are marked in track changes.

## I. Proposal

*Paragraph 8.2.3., delete:*

~~"8.2.3. In the case of an engine where no more stringent category is defined in Regulation No. 49 or No. 96 (as appropriate) the requirements of paragraph 8.3. shall be applied."~~

*Paragraph 8.4.2., amend to read:*

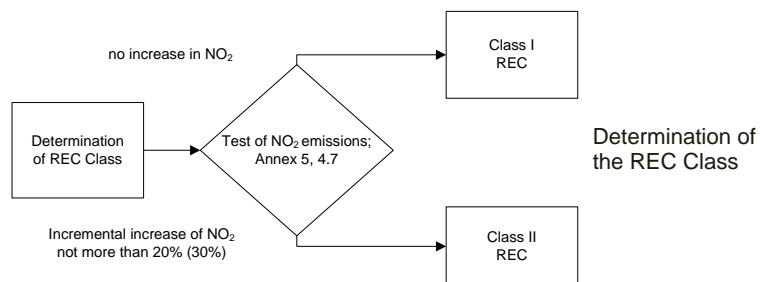
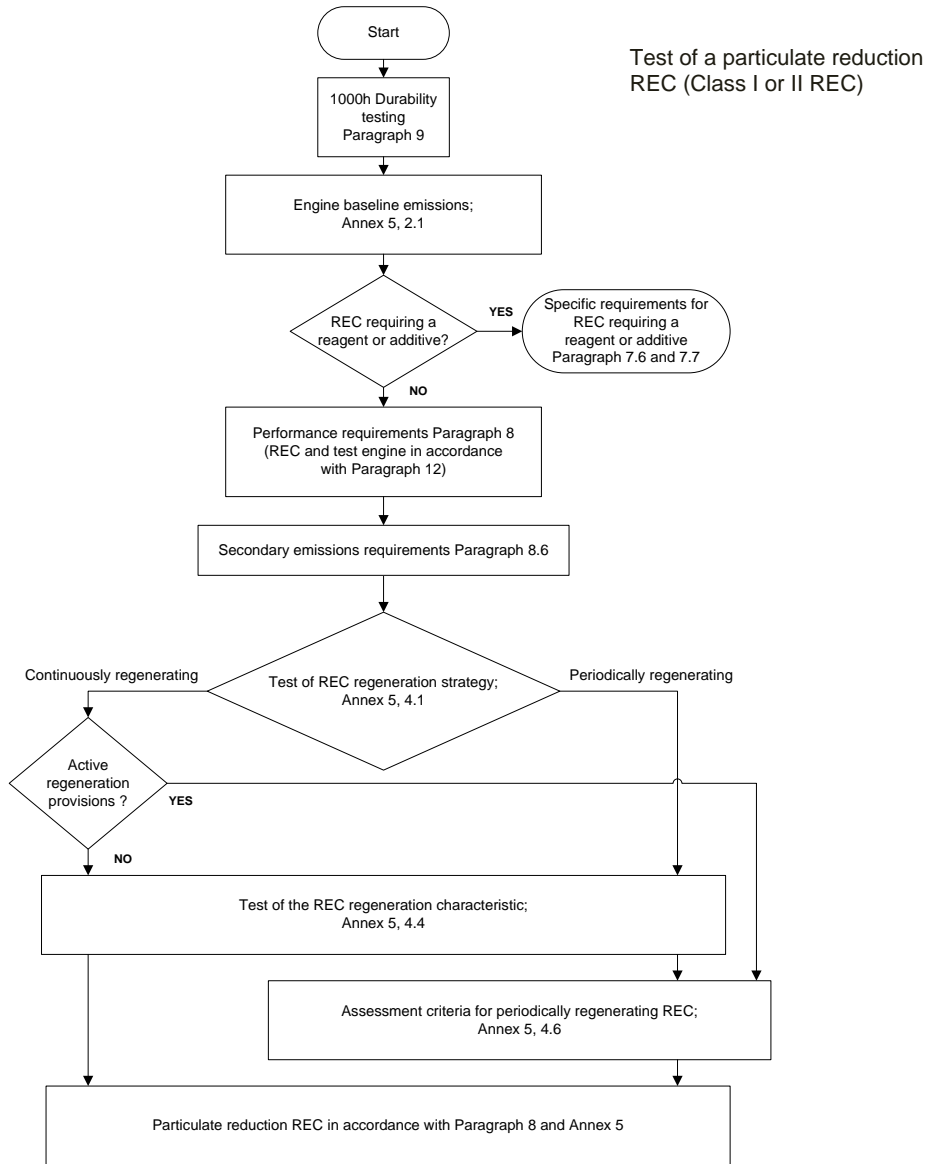
"8.4.2. For a Class II REC, the NO<sub>2</sub> incremental increase shall not be more than ~~{30}{20}~~ per-centage points greater than the level recorded when no REC is fitted (baseline). As an example, if baseline NO<sub>2</sub> is 10 per cent of NO<sub>x</sub>, the maximum permitted NO<sub>2</sub> emission with the REC is ~~{40}{30}~~ per-cent of NO<sub>x</sub> measured as defined in Annex 5."

*Annex 8, amend to read:*

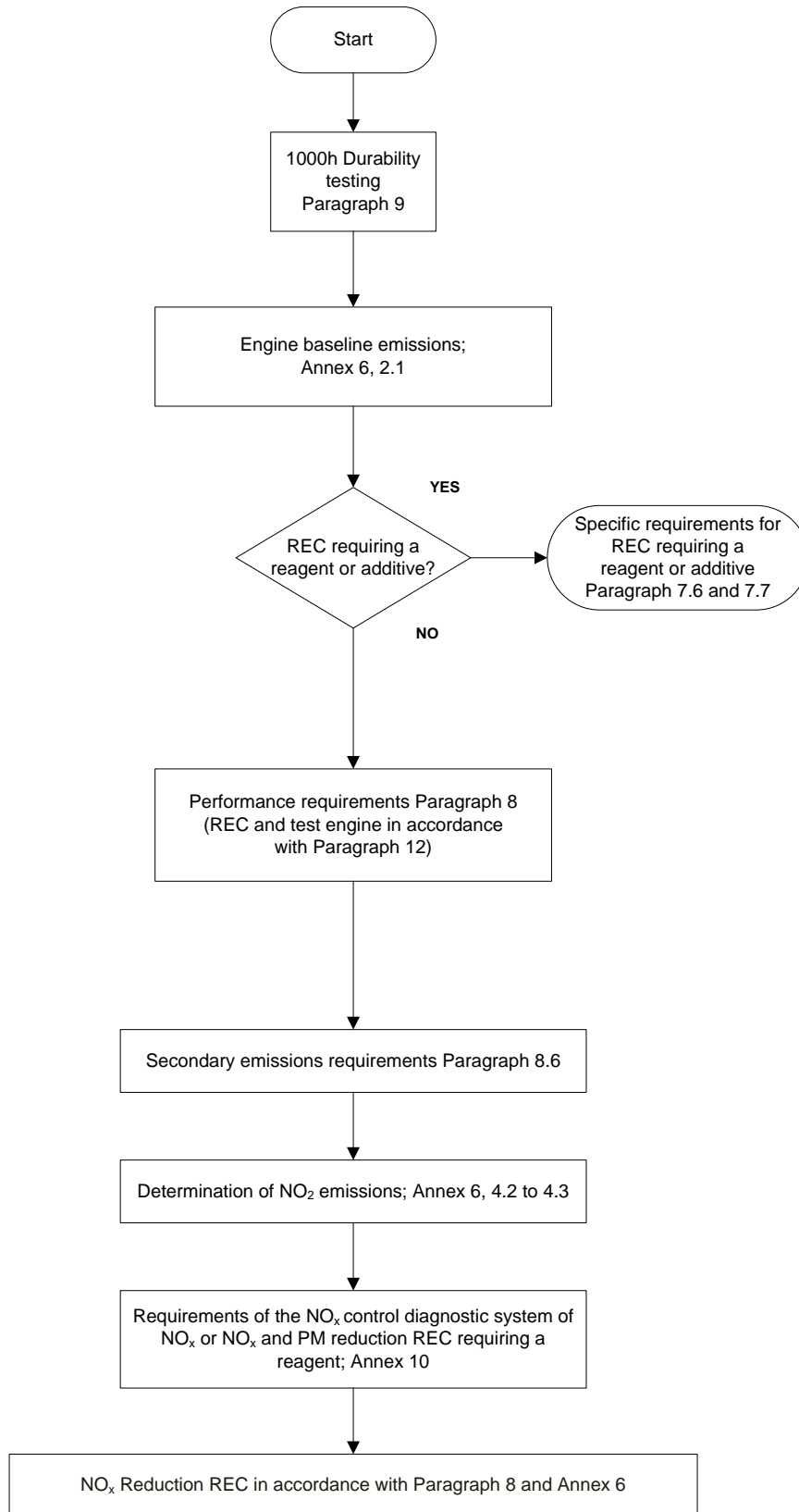
# "Annex 8

## Test sequences

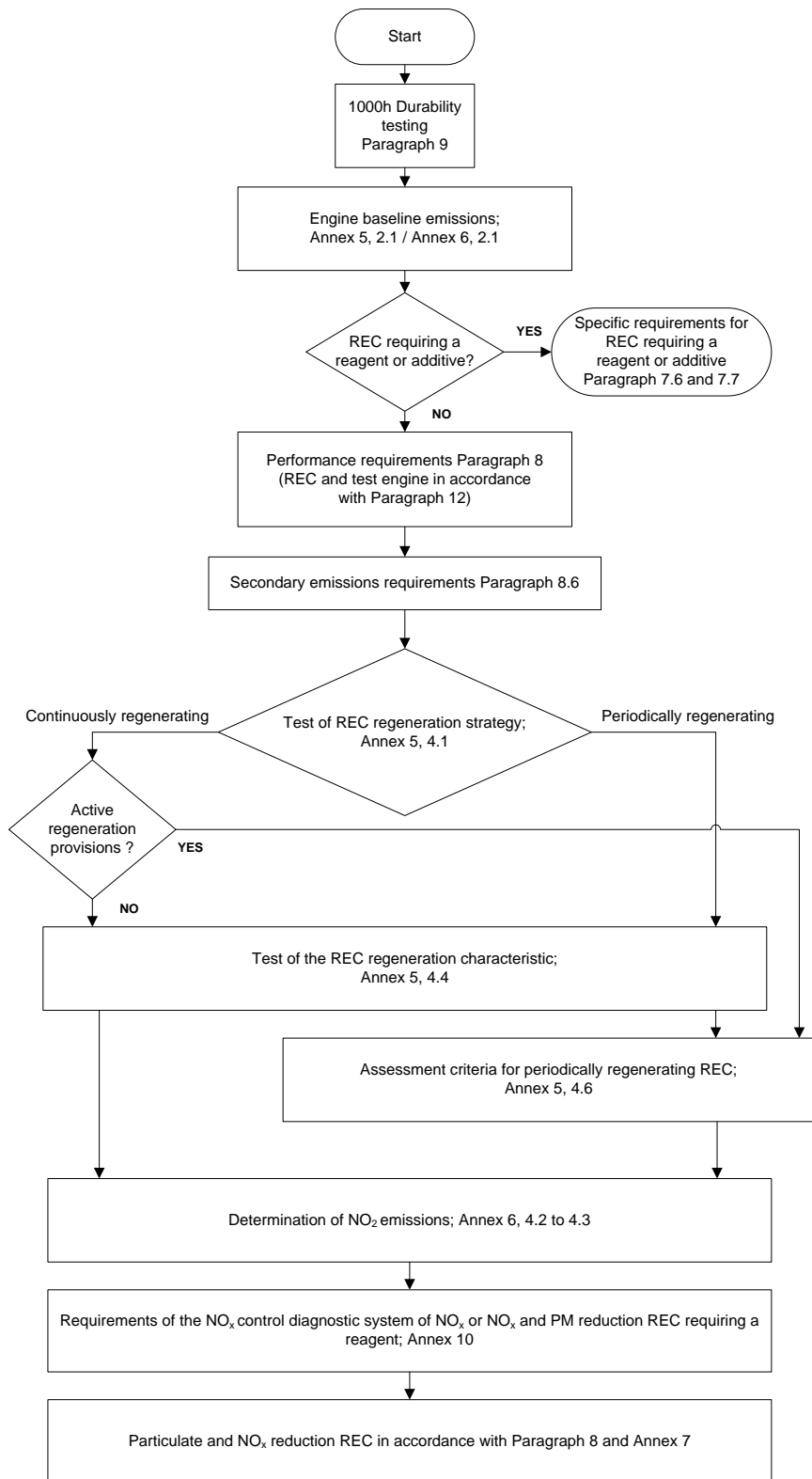
### 1. Test sequence for particulate reduction REC



2. Test sequence for NO<sub>x</sub> reduction REC



3. Test sequence for particulate and NO<sub>x</sub> reduction REC



11