

## **Proposal for withdrawal of document GRPE-69-02 (amendment to Global Technical Regulation (GTR) No. 2) and interpretation of EU-directive 97/24 chapter 5 on the use of reference fuels E5 and B5 in combination with Euro 3 emission levels that are also incorporated in GTR No. 2.**

### **I. Rationale**

On July 1<sup>st</sup> 2014 Directive 2013/60/EU<sup>1</sup> came to effect in which chapter 5 of Directive 97/24/EC<sup>2</sup> is amended. One of the amendments concerns the introduction of reference fuels E5 (petrol) and B5 (diesel fuel) set out in Annex IV to Directive 97/24/EC . When stage C in 97/24-5 is being applied for, reference is made to GTR No. 2:

#### ***Point 2.2.1.1. of Annex II to Directive 97/24/EC:***

***At the choice of the manufacturer the test procedure laid down in UN/ECE Global Technical Regulation (GTR) No. 2 may be used for motorcycles as an alternative to the test procedure referred to above. In case the procedure laid down in GTR No 2 is used, the vehicle shall respect the emission limits provided in row C of the table in section 2.2.1.1.5 and all the other provisions of this directive except 2.2.1.1.1 to 2.2.1.1.4 of this Annex.***

#### **2.2.1.1.1.**

***The test is carried out by the procedure described in Appendix 1. The methods used to collect and analyse the gaseous pollutants are those laid down.***

#### **2.2.1.1.2.**

***Figure I.2.2 illustrates the routes for type I test.***

#### **2.2.1.1.3.**

***The vehicle is placed on a chassis dynamometer equipped with a means of load and inertia simulation.***

#### **2.2.1.1.4.**

***During the test the exhaust gases are diluted and a proportional sample collected in one or more bags. The exhaust gases of the vehicle tested are diluted, sampled and analysed, following the procedure described below, and the total volume of the diluted exhaust is measured.***

In GTR No. 2, reference fuels E5 (petrol) and B5 (diesel fuel) are not incorporated. In document GRPE-69-02 a proposal was made to amend table 6-1 in order to incorporate these fuels.

However the wish to keep reference fuel E0 is noticed among several Contracting Parties, reason why another approach is chosen:

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<sup>1</sup> OJ L329, 10.12.2013, p. 15

<sup>2</sup> OJ L 226, 18.8.1997, p. 1

## **II. Proposal**

To withdraw document GRPE-69-02 and to interpret the paragraph shown above reading **not** to include the reference fuel (E0) as mentioned in table 6-1 under “C” of GTR nr. 2 when applying for stage C in 97/24-5 but to use instead E5 fuel with the matching formulae as given in Regulation (EU) No 134/2014, Annexes II (test type I: pollutant emissions after cold start) and VII (test type VII: energy efficiency, among others fuel consumption).<sup>3</sup>

## **III. Clarification**

Amending GTR No. 2 remains an option (time path) while as of January 1<sup>st</sup>, 2016 EU-Regulation 168/2013 shall apply for type approval in the EU and EU-Directive 97/24 will be repealed.

The use of E5 as reference fuel was adopted by the Union as this is the most representative fuel used in the EU market today. E0 was not any longer deemed being representative.

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<sup>3</sup>

OJ L 53, 21.2.2014, p. 1.