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From:	Presidency/General Secretariat of the Council
To:	Permanent Representatives Committee
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Subject:	Proposal for a Regulation of the European Parliament and of the Council on requirements relating to emission limits and type-approval for internal combustion engines for non-road mobile machinery <i>- Mandate for informal negotiations with the European Parliament</i>

I. INTRODUCTION

1. On 25 September 2014 the Commission transmitted the above-mentioned proposal for a Regulation to the Council and to the European Parliament.
2. The proposal for a Regulation lays down the provisions on requirements relating to emission limits and type-approval for combustion engines used in non-road mobile machinery (NRMM). Such combustion engines are installed in machines ranging from small handheld equipment, construction machinery and generating sets, to railcars, locomotives and inland waterway vessels. These engines contribute significantly to air pollution (nitrogen oxide and particulate matter emissions).

The emissions limits for these engines are currently set out in Directive 97/68/EC. This Directive was amended a number of times, but several technical reviews have concluded that the legislation in its current form has shortcomings and does not reflect the current stage of technology. New legislation has become necessary.

3. The Working Party on Technical Harmonisation (Motor Vehicles) has examined this proposal on 10 occasions during the Italian and Latvian Presidencies.
4. The impact assessment accompanying this proposal was examined in detail, especially its aspects where delegations asked for further clarifications. On the basis of answers to the checklist certain specific issues were also identified which required particular attention and an in-depth discussion.
5. The European Economic and Social Committee issued its opinion on 18 February 2015.
6. Coreper was informed about the progress achieved at Working Party level on 20 May 2015.
7. In the European Parliament the main responsible committee is the Environment, Public Health and Food Safety Committee (ENVI). Rapporteur is Ms Elisabetta Gardini (EPP - IT). ENVI is expected to vote its report on 15 July 2015.
8. The Permanent Representatives Committee is invited to support the compromise emerged from discussions at the Working Party level. The present compromise proposal has required concessions from all the Member States and constitutes a good basis for entering into negotiations with the European Parliament.
9. In the Annex to this document new text compared to the Commission's proposal is indicated in **bold/underlined** and deletions are marked with ~~striketrough~~. Highlighted text shows changes following the last Working Party meeting on 16 June 2015.

II. MAIN CHANGES TO THE COMMISSION PROPOSAL

10. Discussions at Working Party meetings have resulted in :

- amending the definitions in Article 3 and introducing new ones in order to meet modifications done to other Articles;
- modifying Article 4 (Engine Categories);
- introducing a new Article on the specific obligations of the original engine manufacturer (Article 14a);
- introducing additional provisions in Article 24 on the conduct of measurements and tests for type approval and in Article 31 on the statutory marking of engines;
- using the Internal Market Information System (IMI) as general database for this legal instrument (Article 6 et al);
- introducing of a statement of conformity to be delivered by the manufacturer (Article 30);
- granting further general exemptions (Article 32), especially concerning certain specific cases brought to the attention of the Working Party;
- modifying the transitional provisions in Article 57 by adding a period of 6 months to the originally proposed time frame and by introducing additional requirements for transition engines;
- amending some parts of the Annexes as regards engines used in inland waterway transport in order to align them more with the US EPA values;
- turning a large number of delegated acts into implementing acts.

Moreover, the Working Party agreed that there was no need to regulate the accredited in-house technical services of the manufacturer and consequently deleted Article 46.

In the course of discussions it became evident that the adoption of this draft legal instrument would require amending related legislation which is currently in force. Therefore, the Working Party decided to supplement Chapter XIV (Final Provisions) with two new articles (Articles 59a and 59b) to cater for that need.

III. CONCLUSION

11. Against this background the Presidency invites the **Permanent Representatives Committee** to mandate the Presidency to start informal negotiations with the European Parliament with a view to reaching a first reading agreement on the basis of the compromise proposal set out in the **Annex**.
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Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

of...

on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery, amending and repealing Directive 97/68/EC and amending Regulation (EU) No 1024/2012

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 114 thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national ~~P~~parliaments,

Having regard to the opinion of the European Economic and Social Committee¹,

Acting in accordance with the ordinary legislative procedure²,

Whereas:

¹ **Opinion of 18 February 2015, OJ L ...**

² **OJ L ...**

- (1) The internal market comprises an area without internal frontiers in which the free movement of goods, persons, services and capital must be ensured. To this end measures for the reduction of air pollution by engines to be installed in non-road mobile machinery were established by Directive 97/68/EC of the European Parliament and of the Council³. It is appropriate to pursue efforts in the development and operation of the internal market of the Union.
- (2) The internal market should be based on transparent, simple and consistent rules which provide legal certainty and clarity from which businesses and consumers alike can benefit.
- (3) With the aim of simplifying and accelerating its adoption, a new regulatory approach has been introduced in respect of Union engine type-approval legislation. Accordingly, the legislator sets out the fundamental rules and principles and empowers the Commission to adopt delegated **and implementing** acts concerning further technical details. With regard to substantive requirements, this Regulation should therefore lay down only fundamental provisions on the emission of gaseous and particulate pollutants and empower the Commission to lay down the technical specifications in delegated **and implementing** acts.
- (4) Regulation (EU) No 167/2013 of the European Parliament and of the Council⁴ has already established a regulatory framework for the approval and market surveillance of agricultural and forestry vehicles. Owing to the similarity of the fields and given the positive experience derived from the application of Regulation (EU) No 167/2013, many of the rights and obligations established by that Regulation should be taken into consideration in respect of non-road **mobile** machinery. However, it is essential that a distinct set of rules be adopted to fully take into account the specific requirements of engines to be installed in non-road mobile machinery.

³ *Directive 97/68/EC of the European Parliament and of the Council of 16 December 1997 on the approximation of the laws of the Member States relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery (OJ L 59, 27.2.1998, p. 1).*

⁴ *Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1).*

(4a) Directive 2006/42/EC of the European Parliament and of the Council⁵ lays down the essential health and safety requirements in relation to design and manufacture in order to improve the safety of machinery placed on the market. However, that Directive does not set out gaseous and particulate emission requirements for engines installed in non-road mobile machinery. Certain specific requirements for non-road mobile machinery manufacturers should therefore be laid down in order to ensure that the installation of engines in such machinery is carried out in a manner that does not adversely affect the engine performance with regard to its gaseous and particulate emissions. Certain obligations in relation to non-road mobile machinery in which an engine is being, or has been, installed, as concerns aspects of the emission limits for gaseous and particulate pollutants of such engines are also necessary in order to ensure the effectiveness of the emission limits for engines set out in this Regulation.

- (5) This Regulation should contain substantive requirements relating to emission limits and EU type-approval procedures for engines to be installed in non-road mobile machinery. The main elements of the relevant requirements of this Regulation are based on the results of the impact assessment of 20 November 2013 carried out by the Commission analysing different options by listing possible advantages and disadvantages in terms of economic, environmental, safety and societal aspects. Both qualitative and quantitative aspects were included in that analysis. After comparison of the different options, the preferred options were identified and chosen to form the basis for this Regulation.
- (6) This Regulation ~~aims to~~ **should** lay down harmonised rules for the EU type-approval of engines to be installed in non-road mobile machinery, with a view to ensuring the functioning of the internal market. For these purposes, new emission limits should be established to reflect technological progress and ensure convergence with Union policies in the on-road sector, with a view to achieving Union air quality targets and reducing the emissions from non-road mobile machinery, thus resulting in a more proportionate share of machinery emissions in relation to road vehicle emissions. The scope of Union legislation in this field should be broadened, with a view to improving market harmonisation at ~~EU~~**union** and international level and minimising the risk of market distortions. In addition, this Regulation ~~aims to~~ **should** simplify the current legal framework, including **by means of** measures ~~for~~ **aimed at** simplifying administrative procedures, and ~~to~~ **should** improve the general conditions for enforcement, in particular by strengthening the rules on market surveillance.

⁵ **Directive 2006/42/EC of the European Parliament and of the Council of 17 May 2006 on machinery, and amending Directive 95/16/EC (OJ L 157, 9.6.2006, p. 24)**

- (7) The requirements set out in respect of engines for non-road **mobile** machinery and secondary engines for passenger and goods vehicles should follow the principles laid down in the Commission Communication of 5 June 2002 entitled ‘Action plan “Simplifying and improving the regulatory environment”’.
- (8) The Seventh General Union Environment Action Programme adopted by Decision No 1386/2013/EU of the European Parliament and of the Council⁶ recalls that the Union has agreed to achieve levels of air quality that do not give rise to significant negative impacts on, and risks to, human health and the environment. Union legislation has established appropriate emission limits for ambient air quality for the protection of human health and sensitive individuals in particular, as well as for national emission ceilings⁷. Following its Communication of 4 May 2001, which established the ‘Clean Air ~~F~~or Europe (CAFE) ~~p~~Programme’, the Commission adopted another Communication on 21 September 2005 entitled ‘Thematic ~~s~~Strategy ~~for~~ **on** air pollution’. One of the conclusions of that thematic strategy is that further reductions in emissions from the transport sector (air, maritime and land transport), from households and from the energy, agricultural and industrial sectors are needed to achieve ~~EU~~**union** air quality objectives. In this context, the task of reducing emissions from engines installed in non-road mobile machinery (~~NRMM~~) should be approached as part of an overall strategy. The Stage V emission limits are one of the measures designed to reduce the ~~actual~~ **current** in-use emissions of air pollutants such as particulate pollutants as well as ozone precursors such as nitrogen oxides (NOx) and hydrocarbons.
- (9) On 12 June 2012, the World Health Organisation (~~WHO~~), through its International Agency for Research on Cancer (~~IARC~~), reclassified diesel engine exhaust as ‘carcinogenic to humans’ (Group 1), based on sufficient evidence that exposure is associated with an increased risk for lung cancer.

⁶ *Decision No 1386/2013/EU of the European Parliament and of the Council of 20 November 2013 on a General Union Environment Action Programme to 2020 ‘Living well, within the limits of our planet’ (OJ L 354, 28.12.2013, p. 171).*

⁷ ***Decision No 1600/2002/EC of the European Parliament and of the Council of 22 July 2002 laying down the Sixth Community Environment Action Programme (OJ L 242, 10.9.2002, p.1); Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe (OJ L 152, 11.6.2008, p. 1).***

- (10) Achieving the Union's air quality objectives requires a continuous effort to reduce engine emissions. For that reason, manufacturers should be provided with clear information on future emission limit values and should be afforded an appropriate period of time in which to attain them and pursue the requisite technical developments.
- (11) In setting emission limits it is important to take into account the implications for **the** competitiveness of markets and manufacturers, the direct and indirect costs imposed on business and the benefits that accrue in terms of stimulating innovation, improving air quality, reducing health costs and increasing life expectancy.
- (12) Emissions from non-road mobile machinery engines constitute a significant proportion of the total man-made emissions of certain noxious atmospheric pollutants. Engines responsible for a considerable share of air pollution by nitrogen oxides (~~NO_x~~) and particulate matter (~~PM~~) should fall within the scope of the new emission limit rules.
- (13) The Commission should keep under review emissions which are, as yet, unregulated and which arise as a consequence of the wider use of new fuel formulations, engine technologies and emission control systems. ~~The Commission should also, w~~Where necessary, **the Commission should** submit a proposal to the European Parliament and to the Council with a view to regulating such emissions.
- (14) It is appropriate to encourage the introduction of alternative fuel vehicles, which can have low NO_x and particulate emissions. Thus, limit values for total hydrocarbons should be adapted in order to take into account non-methane hydrocarbons and methane emissions.
- (15) In order to ensure that emissions of ultrafine particulate pollutants (size of 0,1 µm and below) are controlled, the Commission should be empowered to adopt a number-based approach to emissions of particulate pollutants, in addition to the mass-based approach which is currently used. The number-based approach to emissions of particles should draw on the results of the Particulate measurement programme (~~PMP~~) of the United Nations Economic Commission for Europe (UNECE) and be consistent with the existing ambitious objectives for the environment.

- (16) In order to achieve these environmental objectives, it is appropriate to indicate that the particle number limits are likely to reflect the highest levels of performance currently obtained with particle filters by using the best available technology.
- (17) The Commission should adopt worldwide harmonised testing cycles in the test procedures that provide the basis for EU type-approval emissions regulations. The application of portable emissions measurement systems for monitoring the actual in-use emissions should also be considered.
- (18) In order to better control actual in-use emissions and to prepare the in-service conformity process, a testing methodology for monitoring the emission performance requirements based on the use of portable emission measurement systems should be adopted within an appropriate timeframe.
- (19) The correct functioning of the after-treatment system, and more specifically in the case of NO_x, is the basic requirement for fulfilling the established limits for pollutant emissions. In this context, measures to guarantee the proper operation of **exhaust after-treatment** systems relying on the use of a **any consumable or non-recoverable medium** reagent should be introduced.

(19a) Portable fire-fighting pumps are essential machinery in certain emergency situations where channelled water supply is not available. The installation of exhaust after-treatment systems in engines for such machinery would increase its weight and operating temperatures to the extent it would become dangerous for the operator and impossible to carry by hand. Portable fire-fighting pumps should therefore be excluded from the scope of this Regulation.

(19b) Modifications to an engine such as inactivation of its exhaust gas after-treatment system or increase in power could have serious consequences on the resulting emissions performance and durability. Legal persons carrying out such modifications should therefore be responsible for ensuring the applicable emission limits.

- (20) Engines which are in compliance with and covered by ~~the scope of~~ the new rules on emission limits and EU type-approval procedures **laid down by this Regulation** should be permitted to be placed on the market in the Member States; those engines should not be subject to any other national emission requirement. Member States granting approvals should take the necessary verification measures in order to ensure the identification of engines produced under each EU type-approval.
- (21) A limited number of exemptions should be granted to address the specific needs related to armed forces, logistic supply constraints, field testing of prototypes and the use of **non-road mobile** machinery in explosive atmospheres.
- (21a) Engines for export and for use by the armed forces should not be subject to the emission limits set out in this Regulation. However, in order to distinguish such engines from engines which are subject to those emission limits, markings should be required in certain cases.**
- (21b) In order to take account of logistic supply constraints and to allow for 'just in time' production flow, as well as to avoid unnecessary costs and administrative burden, a manufacturer should be allowed to deliver, with the consent of the OEM, an engine separately from its exhaust after-treatment system.**
- (21c) Some non-road mobile machinery operates under conditions of an extreme nature involving risks to health or life or is subject to very challenging technical requirements. In view of those particular circumstances and of the relatively small number of engines installed in such non-road mobile machinery, certain exemptions should be provided for engines to be used in potentially explosive atmospheres and for use in Lifeboat Launch Vehicles (LLVs) with regard to the emission limit requirements set out in this Regulation.**
- (21d) In order to allow for the field testing activities carried out by engine manufacturers, which are inherent to the engine development process, the temporary placing on the market of engines that have not been EU type-approved at that stage should be allowed. Exemptions allowing the temporary placing on the market for the purposes of field testing prototypes should also be possible.**

- (21e) In order to take account of long term projects in the railway sector requiring heavy investments, an exemption should be provided, in accordance with Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community, for engines included in a project launched before the date of application of this Regulation, which is at an advanced stage of development.**
- (21f) It is essential not to hamper technical innovation related to the emission performance of engines for non-road mobile machinery with requirements that are not currently foreseen by existing administrative procedures for type-approval. It is therefore necessary to allow for certain exemptions and rules for engines that incorporate new technologies or new concepts.**
- (21g) OEMs producing less than 100 machines per year face severe challenges when re-designing their fleet within the standard transition period. Those manufacturers are typically SMEs that have a limited engineering capacity and obtain information regarding future stage engines often later than other OEMs. This is the case, in particular, of agricultural machinery manufacturers, where SMEs producing less than 100 units per year face a serious structural challenge when undertaking the transition to Stage V emission limits. An extension of the transition scheme for OEMs which produce less than 100 units per year should therefore be granted.**
- (21h) The placing on the market of engines intended to replace engines that are already installed in non-road mobile machinery, and which comply with lower emission limits than those set out in this Regulation, should be permitted in order to allow engine manufacturers to fulfil their warranty obligations and to ensure sufficient availability of such engines on the market.**
- (21i) According to current estimates there are approximately 150 locomotives on the Baltic railway network which need to be replaced between 2016 and 2025. High-power engine locomotives suitable for the 1520 mm Baltic rail network are not available on the EU market. Custom-built solutions would significantly increase the cost of the new locomotive and would deter railway operators from renewing their fleets. In order to facilitate and speed up the greening of the railway sector in the Baltic States and to promote the use of the best available technology actually on the market, a temporary exemption should be granted for those locomotives on the Baltic railway network.**

- (22) ~~The~~ **This Regulation should lay down** national authorities' obligations ~~laid down in the~~ **relating to** market surveillance ~~provisions of this Regulation~~ **which** are more specific than the corresponding provisions of Regulation (EC) No 765/2008 of the European Parliament and of the Council⁸.
- (23) In order to ensure that the procedure for monitoring conformity of production, which is one of the cornerstones of the EU type-approval system, has been correctly implemented and functions properly, manufacturers should be regularly checked by the appointed competent authority or by an appropriately qualified technical service designated for that purpose.
- (24) The Union is a contracting party of the **UNECE** Agreement ~~of the United Nations Economic Commission for Europe~~ concerning the ~~a~~**A**doption of ~~a~~**U**niform ~~t~~**T**echnical ~~p~~**P**rescriptions for ~~w~~**W**heeled ~~v~~**V**ehicles, ~~e~~**E**quipment and ~~p~~**P**arts which can be fitted to and/or used on ~~w~~**W**heeled ~~v~~**V**ehicles and the ~~e~~**C**onditions for ~~r~~**R**eciprocal ~~r~~**R**ecognition of ~~a~~**A**pprovals ~~g~~**G**rant~~e~~d on the ~~b~~**B**asis of these ~~p~~**P**rescriptions ('Revised 1958 Agreement').
- (25) As a consequence, **approvals granted under** UNECE regulations and the amendments thereto which the Union has voted in favour of or to which the Union has acceded, in application of Decision 97/836/EC **of the Council**⁹, should be recognized as equivalent to EU type-approvals granted under this Regulation. Accordingly, the Commission should be empowered to adopt delegated acts in order to determine which UNECE regulations will apply to EU type-approvals.

⁸ Regulation (EC) No 765/2008 of the European Parliament and of the Council of 9 July 2008 setting out the requirements for accreditation and market surveillance relating to the marketing of products (OJ L 218, 13.8.2008, p. 30).

⁹ **Council Decision 97/836/EC of 27 November 1997 with a view to accession by the European Community to the Agreement of the United Nations Economic Commission for Europe concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted to and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions ('Revised 1958 Agreement') (OJ L 346, 17.12.1997, p. 78).**

- (26) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council¹⁰.
- (27) In order to supplement this Regulation with further technical details, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of ~~engine families, tampering, monitoring of in-service emission performance, technical tests and measurement procedures,~~ conformity of production, separate delivery of an engine's exhaust after-treatment system, engines for field-testing, engines for use in hazardous atmospheres, equivalence of engine **EU** type-approvals, information for **original equipment manufacturers** OEMs and end-users, ~~self-testing,~~ standards and assessment of technical services, ~~fully and partially gaseous fuelled engines, measurement of the particulate number and test cycles.~~ It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at **Member States** expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.
- (28) Member States should lay down rules on penalties applicable to infringements of this Regulation and ensure that they are implemented. Those penalties should be effective, proportionate and dissuasive.
- (29) With a view to taking into account on-going technical progress and the latest findings in the fields of research and innovation, it is appropriate to identify **the** further pollutant emission reduction potential of engines installed in non-road mobile machinery. The focus of these assessments should be on those engine categories that ~~are included~~ **fall** for the first time **within** the scope of this Regulation and on those for which emission limit values remain unaltered under this Regulation.

¹⁰ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

- (30) In the interest of clarity, predictability, rationality and simplification and in order to reduce the burden for engine and **non-road mobile** machinery manufacturers, this Regulation should contain only a limited number of implementation stages for the introduction of new emission levels and **EU** type-approval procedures. Timely definition of requirements is essential to ensuring sufficient lead-time for manufacturers to develop, test and implement technical solutions for engines produced in series, and for manufacturers and approval authorities in the Member States to put in place the necessary administrative systems.
- (31) Directive 97/68/EC has been substantially amended several times. In the interests of clarity predictability, rationality and simplification, **that** Directive ~~97/68/EC~~ should be replaced by a Regulation and a small number of delegated and implementing acts. The use of a Regulation ~~should ensures~~ that the provisions ~~concerned~~ are directly applicable to manufacturers, approval authorities and technical services, and that they can be updated much faster and more efficiently, **thereby** ~~to take~~**eing** better account of technical progress.
- (32) ~~As a consequence of the application of the new regulatory system set in place by this Regulation,~~ Directive 97/68/EC should **therefore** be repealed with effect from **a** ~~1 January 2017~~. This date **which** ~~sh~~would allow industry sufficient time to adapt to ~~the new provisions laid down in~~ this Regulation and to the technical specifications and administrative provisions to be set out in the delegated and implementing acts adopted pursuant to this Regulation.

(32a) Directive 97/68/EC does not provide a derogation for engines intended for installation in non-road mobile machinery to be used in potentially explosive atmospheres. In order to take account of the strict technical requirements that are essential for their operational safety of such engines, Directive 97/68/EC should therefore be amended in order to allow derogations for such engines to be applied until that Directive is repealed.

(32b) The exchange of data and information related to EU type-approvals needs to be improved so that this Regulation can be applied effectively and swiftly. Therefore, the approval authorities should be required to cooperate efficiently with each other and with the Commission, and to exchange information relating to EU type-approvals by means of the Internal Market Information System ('IMI') established by Regulation (EU) No 1024/2012 of the European Parliament and of the Council¹¹. In order to facilitate the implementation of this Regulation, a module of IMI specifically customised for non-road mobile machinery should be established. It should also be possible for manufacturers and technical services to use IMI for the exchange of such data and information.

(32c) Pursuant to Regulation (EU) No. 167/2013 of the European Parliament and of the Council, the specific limit values, test procedures and requirements for pollutant emissions laid down for mobile machinery in Directive 97/68/EC apply to agricultural vehicles. After the repeal of that Directive the provisions of this Regulation will apply. It is important that the Commission, when adapting the agricultural vehicle environmental performance requirements to those of this Regulation, consider the features of specific categories of agricultural vehicles and in particular the stages timing as modified for those categories and the relative transition clauses and adopt, where appropriate, legislative instruments.

(33) Since the objectives of this Regulation, namely to lay down harmonised rules on the administrative and technical requirements relating to emission limits and EU type-approval procedures for engines to be installed in non-road mobile machinery, cannot be sufficiently achieved by the Member States, ~~and~~ **but** can **rather** ~~therefore~~, by reason of their scale and effects, be better achieved at Union level, the Union may adopt measures in accordance with the principle of subsidiarity, as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives,

¹¹ **Regulation (EU) No 1024/2012 of the European Parliament and of the Council of 25 October 2012 on administrative cooperation through the Internal Market Information System and repealing Commission Decision 2008/49/EC ('the IMI Regulation'), (OJ L 316, 14.11.2012, p.1).**

HAVE ADOPTED THIS REGULATION:

CHAPTER I

SUBJECT MATTER, SCOPE AND DEFINITIONS

Article 1

Subject matter

- 1.** This Regulation establishes emission limits for gaseous **and particulate** pollutants ~~and particulate matter~~ and the administrative and technical requirements relating to EU type-approval for all engines ~~types and engine families~~ referred to in Article 2(1).

This Regulation also lays down certain obligations in relation to non-road mobile machinery in which an engine referred to in Article 2(1) is being, or has been, installed, as concerns aspects of the emission limits for gaseous and particulate pollutants of such engines.

- 2.** This Regulation also establishes the requirements for the market surveillance of engines **referred to in Article 2(1)** ~~to be installed~~ **in** or intended to be installed in non-road mobile machinery; **and** which are subject to EU type-approval.

Scope

1. This Regulation ~~shall apply~~ **applies** to all engines **corresponding to the categories** set out in Article 4~~(1)~~, which are installed in, or intended to be installed in, non-road mobile machinery, ~~with the exception of engines for export to third countries~~ **and, as concerns aspects of emission limits for gaseous and particulate pollutants of those engines, to such non-road mobile machinery.**
2. This Regulation ~~shall~~ **does** not apply to engines for:
 - (a) the propulsion of vehicles ~~as defined by point (13) of Article 3~~ **referred to in Article 2(1)** of Directive 2007/46/EC of the European Parliament and of the Council ¹²; the propulsion of agricultural and forestry vehicles **tractors** as defined by point ~~(11)~~ **8** of Article 3 of Regulation (EU) No 167/2013 ~~of the European Parliament and of the Council~~¹³;
 - (ba) the propulsion of vehicles referred to in Article 2(1) of Regulation (EU) No 168/2013 of the European Parliament and of the Council;** ¹⁴

¹² Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of the systems, components and separate technical units intended for such vehicles (OJ L 263, 9.10.2007, p. 1).

¹³ ~~Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.03.2013, p. 1).~~

¹⁴ **Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).**

- (c) stationary machinery;
- (d) sea-going vessels, requiring a valid maritime navigation or safety certificate;
- (e) the propulsion **or auxiliary purposes** of inland waterway vessels of net power less than ~~37~~ **19** kW;
- (f) ~~recreational~~ **watercraft** as defined by **point (1) of Article 3 of** Directive 2013/53/EU of the European Parliament and of the Council ¹⁵;
- (g) aircraft **as defined by point (a) of Article 2 of Commission Regulation (EU) No 1321/2014**¹⁶;
- (h) any recreational vehicles, except snowmobiles, all-terrain vehicles (ATV) and side-by-side vehicles (SbS);
- (i) vehicles and machinery exclusively **used or** intended ~~for use~~ **to be exclusively used** in competition;
- (ia) portable fire-fighting pumps defined and referred to in the European standard EN-14466;**
- (j) reduced-scale models or reduced-scale replicas of vehicles or machines~~ry~~ when these models or replicas have a net power less than 19 kW.

¹⁵ Directive 2013/53/EU of the European Parliament and of the Council of 20 November 2013 on recreational craft and personal watercraft and repealing Directive 94/25/EC (OJ L 354, 28.12.2013, p. 90).

¹⁶ **Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (OJ L 362, 17.12.2014, p.1)**

Definitions

For the purposes of this Regulation, the following definitions shall apply:

- (1) “non-road mobile machinery” means any mobile machine, transportable equipment or vehicle with or without body work or wheels, not intended for the use of passenger or goods transport on roads; it includes machinery installed on the chassis of vehicles intended for passenger or goods transport on roads;
- (2) “EU type-approval” means the procedure whereby an approval authority certifies that an engine type or engine family satisfies the relevant administrative provisions and technical requirements of this Regulation;
- (3) “gaseous pollutants” means **the following pollutants in gaseous state emitted from the engine:** carbon monoxide (CO), total hydrocarbons (HC) and oxides of nitrogen (NO_x), the last ~~named~~ being nitric oxide (NO) and nitrogen dioxide (NO₂), expressed as nitrogen dioxide (NO₂) equivalent;
- (3a) **“particulate pollutants” means any matter emitted from the engine that is measured as PM or PN;**
- (4) ~~“Particulate M_{atter}” or (“PM”)~~ means **the mass of** any material **in the gas emitted from the engine that is** collected on a specified filter medium after diluting **the gas** ~~engine exhaust gas~~ with clean filtered air so that the temperature does not exceed 325 K (52 °C);
- (5) ~~“Particle N_{umber}” or (“PN”)~~ means the number of solid particles **emitted from the engine** with a diameter greater than 23 nm;

- (6) **“internal combustion engine”** (“engine”) means an energy converter other than a gas turbine in which combustion of the fuel takes place in a confined space, producing expanding gases that are used directly to provide mechanical power, for which EU type approval may be granted; **designed to transform chemical energy (input) into mechanical energy (output) with an internal combustion process;** it includes, **where those are installed,** the emission control system and the communication interface (hardware and messages) between the engine system electronic control unit(s) (ECU) and any other powertrain or vehicle control unit necessary to comply with Chapters II and III;
- (7) “engine type” means a ~~specification~~ **group** of engines which do not differ in essential engine characteristics;
- (8) “engine family” means a manufacturer's grouping of engine types which, through their design, have similar exhaust emission characteristics and respect the applicable emission limit values;
- (9) “parent engine” means an engine type selected from an engine family in such a way that its emissions characteristics are representative for that engine family;

(9a) “replacement engine” means an engine that:

- (a) is exclusively used to replace an engine already placed on the market and installed in a non-road mobile machinery, and**
- (b) complies with an emission stage which is lower than the one applicable on the date of the replacement of the engine;**

(9b) “in-service engine” means an engine that is operated over its normal operating patterns, conditions and payloads and used to perform the emission monitoring tests referred to in Article 18;

- (10) ~~“Compression Ignition (CI) engine”~~ **or “CI engine”** means an engine that works on the compression-ignition **(“CI”)** principle;
- (11) ~~“Spark Ignition (SI) engine”~~ **or “SI engine”** means an engine that works on the spark-ignition **(“SI”)** principle;

- (12) “dual-fuel engine” means an engine that is designed to simultaneously operate with a liquid fuel and a gaseous fuel, both fuels being metered separately, the consumed amount of one of the fuels relative to the other one being able to vary depending on the operation;
- (13) “single-fuel engine” means an engine that is not a dual-fuel engine ~~as defined in point (12)~~;
- (14) “liquid fuel” means a fuel which exists in the liquid state under standard ambient conditions¹⁷
(298K, absolute ambient pressure 101,3 kPa);
- (15) “gaseous fuel” means any fuel which is wholly gaseous at standard ambient conditions
(298K, absolute ambient pressure 101,3 kPa);
- (16) “**GER** (Gas Energy Ratio)” (~~GER~~) means, in the case of a dual-fuel engine, the ratio of the energy content of the gaseous fuel over the energy content of both fuels; in the case of single-fuel engines, GER is defined as being either 1 or 0 according to the type of fuel;
- (17) “variable-speed engine” means an engine that is not a constant-speed engine ~~as defined in point 18~~;
- (17a) "variable-speed operation" means the operation of an engine that is not a constant-speed operation;**
- (18) “constant-speed engine” means an engine whose **EU** type-approval is limited to constant-speed operation, excluding engines whose constant-speed governor function is removed or disabled; ~~a constant-speed engine~~ **it** may be provided with an idle speed that can be used during start-up or shut-down; ~~a constant-speed engine~~ **and it** may be equipped with a governor that can be set to alternative speeds when the engine is stopped;
- (19) “constant-speed operation” means **an** engine operation with a governor that automatically controls the operator demand to maintain engine speed, even under changing load;

¹⁷ ~~298K, total ambient pressure 101,3 kPa.~~

- (20) “hand-held SI engine” means an SI engine **having a reference power less than 19 kW** and that meets at least one of the following requirements:
- (a) it is used in a piece of equipment that is carried by the operator throughout the performance of its intended function(s);
 - (b) it is used in a piece of equipment that operates multi-positionally, such as upside down or sideways, to complete its intended function(s);
 - (c) the engine must be used in a piece of equipment for which the combined engine and equipment dry weight is less than 20 kilograms **kg** and meets at least one of the following conditions:
 - (i) its operator provides support or, alternatively, carries the equipment throughout the performance of its intended function(s),
 - (ii) its operator provides support or attitudinal control for the equipment throughout the performance of its intended function(s),
 - (iii) it is used in a generator or a pump;
- ~~(21) “propulsion engine” means an engine intended to directly or indirectly provide propulsion for a type of non-road mobile machine as defined in point (1);~~
- (22) “auxiliary engine” means an engine installed or intended ~~for installation~~ **to be installed** in ~~or on~~ a non-road mobile machinery **that does not directly or indirectly provide propulsion** ~~is not a propulsion engine;~~
- (23) “net power” means the engine power **in kW** obtained on a test bench at the end of a crankshaft, or its equivalent, measured in accordance with the method of measuring the power of internal combustion engines specified in UNECE Regulation No. 120 using a reference fuel or **fuel combination** set out in Article 24(2);
- (24) “reference power” means the net power that ~~shall be~~ **is** used to determine the applicable emission limit values for the engine;

- (25) “rated net power” means net power **in kW** as declared by the manufacturer of an engine at rated speed;
- (26) “maximum net power” means the highest value of the net power on the nominal full-load power curve for the engine type;
- (27) “rated speed” means the **maximum full load speed allowed by the governor, as designed by the manufacturer, or, if such a governor is not present, the speed at which maximum net power is attained by the engine, as specified by the manufacturer** ~~engine speed at which, according to the statement of the manufacturer, the rated power is delivered;~~
- (28) “engine production date” means the date (expressed as the month and year) when the engine passes the final check after it has left the production line and is ready to be delivered or to be put on stock;
- (29) “transition period” means the first ~~eighteen~~ **24** months following the date of mandatory implementation of Stage V, as referred to **set out** in **Annex III** Article 17(2);
- (30) “transition engine” means an engine ~~which~~ **that** has an engine production date that is prior to the dates for placing on the market of engines referred to **set out** in **Annex III** Article 17(2) and **that** meets any of the following requirements:
- (a) ~~it is in conformity~~ **compliance** with the latest applicable emission limits defined in the relevant legislation applicable on ... * ~~the date of entry into force of this Regulation, or~~
 - (b) ~~was not regulated~~ **it falls within a power band or is used or intended for use in an application that was not subject to pollutant emission limits and type-approval** at Union level on ... * ~~the date of entry into force of this Regulation;~~
- (31) “machine production date” means the **month and** year indicated on the statutory marking of the machine or, in **the** absence of a ~~mandatory~~ **statutory** marking, the year **in which** ~~when~~ the machine passes the final check after it has left the production line;

* **OJ: please insert date of the day before the entry into force of this Regulation.**

- (32) “inland waterway vessel” means a ~~vessel~~ **craft** falling within the scope of Directive 2006/87/EC **of the European Parliament and the Council**¹⁸;
- (33) “generating set” means an independent non-road mobile machine that is not part of a power train, primarily intended to produce electric power;
- (34) “stationary machinery” means machinery that is intended to be permanently installed in one location in its first use and not intended to be moved, on road or otherwise, except during shipment from the place of manufacture to the place of first installation;
- (35) “permanently installed” means bolted, or otherwise effectively fixed so that it cannot be removed without the use of tools or equipment, to a foundation or an alternative constraint intended to cause the engine to operate in one single location at a building, structure, facility or installation;
- (36) “reduced-scale model” **or “reduced-scale replica”** means a model or replica machine or vehicle that is manufactured to a smaller scale than the original for recreational purposes;
- (37) “snowmobile” means a self-propelled machine that is intended for off-road travel primarily on snow, is driven by tracks in contact with snow and steered by a ski or skis in contact with the snow, and has a maximum unladen mass, in running order, of 454 kg (including standard equipment, coolant, lubricants, fuel, **and** tools ~~and 75 kg driver~~ but excluding optional accessories **and the driver**);
- (38) “~~All-Terrain V~~**ehicle** **or (“ATV”)**” means a motorised vehicle, propelled by an engine, intended primarily to travel on unpaved surfaces on four or more wheels with low-pressure tyres, having a seat designed to be straddled by the driver only or a seat designed to be straddled by the driver and a seat for no more than one passenger, and handlebars for steering;

¹⁸ **Directive 2006/87/EC of the European Parliament and of the Council of 12 December 2006 laying down technical requirements for inland waterway vessels and repealing Council Directive 82/714/EEC (OJ L 389, 30.12.2006, p. 1).**

- (39) “~~S~~side-by-~~S~~side vehicle” **or** (“SbS”), means a self-propelled, operator-controlled, non-articulated vehicle intended primarily to travel on unpaved surfaces on four or more wheels, having a minimum unladen mass, in running order, of 300 kg (including standard equipment, coolant, lubricants, fuel, tools ~~and 75 kg driver~~ but excluding optional accessories **and the driver**) and a maximum design speed of 25 km/h or more; in addition, it is designed to transport persons and/or cargo and pull and push equipment and steered by a control other than a handlebar, designed for recreational or utility purposes and ~~shall~~ **carry** ing no more than 6 people including the driver, sitting side by side on one or more non-straddle seats;
- (40) “railcar” means a railway vehicle ~~that is~~ designed to provide, either directly through its own wheels or indirectly through the wheels of other railway vehicles, the motive power for propelling itself, and that is specifically designed to carry goods or passengers, or both goods and passengers, and is not a locomotive;
- (41) “locomotive” means a railway vehicle designed to provide, either directly through its own wheels or indirectly through the wheels of other railway vehicles, the motive power for propelling itself and for propelling other railway vehicles that are designed to carry freight, passengers and other equipment, itself being designed or intended not to carry freight or passengers (other than those operating the locomotive);
- (42) “auxiliary railway vehicle” means a railway vehicle that is not a railcar ~~as defined in point (40)~~ or locomotive ~~as defined in point (41)~~, including but not limited to, a railway vehicle specifically designed to perform maintenance or construction work or lifting operations associated with the track or other infrastructure of the railway;
- (43) “railway vehicle” means a ~~type of~~ non-road mobile machinery **ry** that operates exclusively on railway tracks;

(43a) “mobile crane” means a self-powered jib crane capable of travelling on-road and/or off-road relving on gravity for stability and operating on tyres, crawlers or with other mobile arrangements;

- (44) “making available on the market” means any supply of an engine ~~as defined in point (6)~~ **or non-road mobile machinery** for distribution or use on the Union market in the course of a commercial activity, whether in return for payment or free of charge;

- (45) “placing on the market” means the first making available of an engine **or non-road mobile machinery** on the Union market, ~~as defined in point (6);~~
- (46) “manufacturer” means any natural or legal person who is responsible to the approval authority for all aspects of the engine EU type-approval or authorisation process, for ensuring conformity of the engine production and who is also responsible for market surveillance concerns for the engines produced, whether or not directly involved in all stages of the design and construction of the engine which is the subject of the **EU type**-approval process;
- (47) “manufacturer’s representative” **or “representative”** means any natural or legal person established in the Union who is duly appointed by the manufacturer **by a written mandate** to represent the manufacturer in matters related to the approval authority or the market surveillance authority and to act on the manufacturer’s behalf in matters covered by this Regulation;
- (48) “importer” means any natural or legal person established in the Union who places on the market an engine ~~as defined in point (6)~~ from a third country, whether or not the engine is already installed in **non-road mobile** machinery;
- (49) “distributor” means any natural or legal person in the supply chain, other than the manufacturer or the importer, who makes available on the market an engine ~~as defined in point (6)~~;
- (50) “economic operator” means the manufacturer ~~as defined in point (46)~~, the manufacturer’s representative ~~as defined in point (47)~~, the importer ~~as defined in point (48)~~ or the distributor ~~as defined in point (49)~~;
- (51) “~~O~~original ~~E~~quipment ~~M~~anufacturer” **or (“OEM”)** means a manufacturer of non-road mobile machinery;

- (52) “approval authority” means the authority of a Member State established or appointed by the ~~Member State~~ and notified to the Commission by the Member State with **and having** competence for:
- (a)** all aspects of the **EU type**-approval of an engine type or of an engine family; ~~for~~
 - (b)** the authorisation process; ~~for~~
 - (c)** issuing and, if appropriate, withdrawing or refusing **EU type**-approval certificates; ~~for~~
 - (d)** acting as the contact point for the approval authorities of other Member States; ~~for~~
 - (e)** designating the technical services; ~~and for~~
 - (f)** ensuring that the manufacturer meets his obligations regarding the conformity of production;
- (53) “technical service” means an organisation or body designated by the approval authority of a Member State as a testing laboratory to carry out tests, or as a conformity assessment body to carry out the initial assessment and other tests or inspections, on behalf of the approval authority, it being possible for the approval authority itself to carry out those functions;
- (54) “market surveillance” means the activities carried out and measures taken by national authorities to ensure that engines made available on the market comply with the requirements set out in the relevant Union harmonisation legislation ~~and do not endanger health, or the environment, or put at risk any other aspect of the protection of the public interest;~~
- (55) “market surveillance authority” means an authority of a Member State responsible for carrying out market surveillance on its territory;
- (56) “national authority” means an approval authority or any other authority involved in and responsible for market surveillance, border control or placing on the market in a Member State, in respect of engines to be installed in non-road mobile machinery **or of non-road mobile machinery in which engines are installed;**

- (57) “end-user” means any natural or legal person other than the manufacturer, OEM, importer or distributor that is responsible for operating the engine when installed in a ~~type of~~ non-road mobile machinery;
- ~~(58) “information document” means the document that prescribes the information to be supplied by an applicant;~~
- ~~(59) “information folder” means the totality of the folder or file of data, drawings, photographs, etc. supplied by the applicant to the technical service or the approval authority;~~
- ~~(60) “information package” means the information folder and any test reports or other documents that the technical service or the approval authority have added to the information folder in the course of carrying out their functions;~~
- ~~(61) “index to the information package” means the document in which the contents of the information package, suitably numbered or otherwise marked to clearly identify all pages, are listed;~~
- (62) “defeat strategy” means an emission control strategy that reduces the effectiveness of the emission controls under ambient or engine operating conditions encountered either during normal machine operation or outside the EU type-approval test procedures;
- (63) “emission control system” means any device, system or element of design which controls or reduces emissions;
- (63a) “emission control strategy” means an element or a set of elements of design that is incorporated into the overall design of an engine or non-road mobile machinery in which the engine is installed and used in controlling emissions;**
- ~~(64) “fuel system” means all components involved in the metering and mixture of the fuel;~~
- (65) “electronic control unit” means an engine's electronic device that is part of the emission control system and uses data from engine sensors to control engine parameters;

- (66) “exhaust after-treatment system” means a catalyst, particulate filter, deNOx system, combined deNOx particulate filter or any other emission-reducing device, **with the exception of exhaust gas recirculation and turbochargers**, that is part of the emission control system but is installed downstream of the engine exhaust **ports** valves, ~~with the exception of exhaust gas recirculation (EGR) and turbochargers~~;
- (67) “exhaust gas recirculation **or** (~~“EGR”~~)” means a technology that is part of the emission control system and reduces emissions by routing exhaust gases that had been expelled from the combustion chamber(s) back into the engine to be mixed with incoming air before or during combustion, with the exception of the use of valve timing to increase the amount of residual exhaust gas in the combustion chamber(s) that is mixed with incoming air before or during combustion;
- (68) “tampering” means inactivation, adjustment or modification of the engine emission control system, including any software or other logical control elements of ~~these~~ **such a** systems, that has the effect, whether intended or not, of worsening the emissions performance of the engine;
- (69) “test cycle” means a sequence of test points, each with a defined speed and torque, to be followed by the engine when being tested under steady-state or transient operating conditions;
- (70) “steady-state test cycle” means a test cycle in which engine speed and torque are held at a finite set of nominally constant values. Steady-state tests are either discrete mode tests or ramped-modal tests;
- (71) “transient test cycle” means a test cycle with a sequence of normalized speed and torque values that vary on a second-by-second basis with time;
- ~~(72) “self testing” means the performance of tests in his or her own facilities, the registration of the test results and the submission of a report, including conclusions, to the approval authority by a manufacturer who has been designated as technical service in order to assess the compliance with certain requirements;~~

- (73) “crankcase” means the enclosed spaces in, or external to, an engine which are connected to the oil sump by internal or external ducts through which gases and vapours can be emitted;
- (74) “regeneration” means an event during which emissions levels change while the **exhaust** after-treatment performance is being restored by design, being classified as continuous regeneration or infrequent (periodic) regeneration;
- (75) “emission durability period” means the number of hours used to determine the deterioration factors;
- (76) “deterioration factors” means the set of factors that indicate the relationship between emissions at the start and end of the emission durability period;
- (77) “virtual testing” means computer simulations, including calculations, undertaken to demonstrate the level of performance of an engine as an aid to decision-making without requiring the use of a physical engine;
- ~~(78) “intermediate speed application” means an application for SI engines other than hand held SI engines in which the installed engine is intended for operation at speeds substantially below 3600 rpm;~~
- ~~(79) “rated speed application” means an application for SI engines other than hand held SI engines in which the installed engine is intended for operation at a rated speed that is nominally 3600 rpm or higher.~~

~~The Commission shall be empowered to adopt delegated acts in accordance with Article 55 concerning the detailed technical specifications of the definitions in points (7), (8), (19), (27), (74) and (76). Those delegated acts shall be adopted by [31 December 2016].]~~

Engine categories

1. For the purposes of this Regulation, the following engine categories, subdivided into the sub-categories set out in Annex I, ~~shall~~ apply:

(1) ~~‘Category NRE’, comprising:~~

- (a) engines for non-road mobile machinery intended and suited to move, or to be moved, by road or otherwise, that are not excluded under Article 2(2) and are not included in any other category set out in points (2) to (10) **of this paragraph**,
- (b) engines ~~with~~ **having** a reference power of less than 560 kW used in place of engines of categories IWP, **IWA**, RLL or RLR;

(2) ~~‘Category NRG’, comprising :~~ engines having a reference power that is greater than 560 kW exclusively for use in generating sets.

Engines for generating sets other than those having the characteristics set out in the first ~~sub-paragraph~~ **sentence of this point** shall be included in the categories NRE or NRS, according to their characteristics;

(3) ~~‘Category NRSh’, comprising :~~ hand-held SI engines having a reference power that is less than 19 kW exclusively for use in hand-held machinery;

(4) ~~‘Category NRS’, comprising :~~ SI engines, having a reference power that is less than 56 kW and not included in category NRSh;

(5) ~~‘Category IWP’, comprising:~~

- (a) engines exclusively for use in inland waterway vessels, for their **direct or indirect** propulsion, or intended for their **direct or indirect** propulsion, having a reference power that is greater than or equal to ~~37~~ **19** kW,

(b) engines ~~with a reference power greater than 560 kW~~ used in place of engines of category IWA subject to complying with the requirements of Article 23(8);

- (6) ‘~~C~~category IWA’, ~~comprising~~ : **auxiliary** engines exclusively for use in inland waterway vessels, ~~for auxiliary purposes or intended for auxiliary purposes~~, having a net power that is greater than 560 **19** kW.

~~Auxiliary engines for inland waterway vessels other than those having the characteristics set out in the first sub-paragraph shall be included in the categories NRE or NRS, according to their characteristics;~~

- (7) ‘~~C~~category RLL’, ~~comprising~~ : engines exclusively for use in locomotives, for their propulsion or intended for their propulsion;

- (8) ‘~~C~~category RLR’, ~~comprising~~ : engines exclusively for use in railcars, for their propulsion or intended for their propulsion;

- (9) ‘~~C~~category SMB’, ~~comprising~~ : SI engines exclusively for use in snowmobiles.

~~Engines for snowmobiles other than those having the characteristics set out in the first sub-paragraph~~ **SI engines** shall be included in the category NRE;

- (10) ‘~~C~~category ATS’, ~~comprising~~ : SI engines exclusively for use in all terrain and side-by-side vehicles (ATVs and SbS).

~~Engines for ATVs and SbS other than those having the characteristics set out in the first sub-paragraph~~ **SI engines** shall be included in the category NRE.

- 2.** An **variable-speed** engine of a particular category ~~intended for use in a variable speed application~~ may also be used in place of an **constant-speed** engine of the same category ~~intended for use in a constant speed application~~. Variable-speed engines of category IWP used in **for** constant-speed applications **operation** shall additionally comply with the requirements of Article 23(7) or Article 23(8), as applicable.

- 3.** Engines for auxiliary railway vehicles and auxiliary engines for railcars **and locomotives** shall be included in the categories NRE or NRS, according to their characteristics.

CHAPTER II

GENERAL OBLIGATIONS

Article 5

Obligations of Member States

1. Member States shall establish or appoint the approval authorities ~~competent in matters concerning approval~~ and the market surveillance authorities ~~competent in matters concerning market surveillance~~ in accordance with this Regulation. ~~Member States shall notify the Commission of the establishment and appointment of such authorities.~~
2. **Member States shall notify the Commission of the establishment and appointment** ~~The notification~~ of the approval and market surveillance authorities **referred to in paragraph 1,** shall include ~~ing~~ their name, ~~their~~ **postal** address, ~~including their~~ **and** electronic address, and ~~their~~ area of responsibility.

The Commission shall publish ~~on its website~~ a list and details of the approval authorities **on its website.**

3. Member States shall only permit the placing on the market of:
- (a) engines, ~~whether or not already installed in machinery~~, that are covered by a valid EU type-approval granted in accordance with this Regulation, **whether or not already installed in non-road mobile machinery**;
- ~~Member States shall only permit the placing on the market of~~
- (b) **non-road mobile** machinery ~~where~~ in which **are installed** engines that are covered by a valid EU type-approval granted in accordance with this Regulation ~~are installed~~.
4. Member States shall not prohibit, restrict or impede the placing on the market of:
- (a) engines on grounds related to aspects of their construction and functioning covered by this Regulation, if ~~they~~ **those engines** satisfy its requirements;
 - (b) **non-road mobile machinery on grounds related to aspects of gaseous and particulate pollutant emissions from engines installed in such machinery, where those engines fall within the scope of this Regulation and satisfy its requirements.**
5. Member States shall organise and carry out market surveillance and the control of engines entering the market in accordance with Chapter III of Regulation (EC) No 765/2008 ~~of the European Parliament and of the Council~~⁴⁹.

⁴⁹ ~~Regulation (EC) No 765/2008 of the European Parliament and of the Council of 9 July 2008 setting out the requirements for accreditation and market surveillance relating to the marketing of products and repealing Regulation (EEC) No 339/93 (OJ L 218, 13.08.2008, p. 30).~~

Obligations of approval authorities

1. Approval authorities shall ensure that manufacturers applying for EU type-approval comply with ~~their obligations under~~ this Regulation.
2. Approval authorities shall grant EU type-approval only to the engine types or engine families that **comply with** ~~satisfy the requirements of~~ this Regulation.
3. Approval authorities shall make public, by means of the ~~Union central administrative platform~~ **Internal Market Information System established by Regulation (EU) No1024/2012 of the European Parliament and of the Council ("IMI")** referred to in Article 41, a register of all engine types and engine families, for which ~~they have granted~~ EU type-approvals **have been granted, extended or withdrawn, or in respect of which application for EU type-approval has been refused.**

The register shall containing at least the following information:

- (a) **name and address of the manufacturer and name of company, where different trademark;**
- (aa) **trademark(s) belonging to the manufacturer;**
- (b) ~~designation of manufacturer~~ **the engines types covered by the EU type-approval of the engine type or, where applicable, the engine family;**
- (c) engine category;
- (d) number of ~~the EU~~ type-approval **including, if any, the number of its extension(s);** and
- (e) date of ~~EU~~ type-approval; **and**
- (f) **the content of the sections "General engine information" and "Final emission result" of the test report referred to in Article 21(9).**

Obligations of market surveillance measures authorities

- 1.** ~~For EU type approved engines, M~~market surveillance authorities shall perform, on an adequate scale and on the basis of adequate samples, documentary checks and, where appropriate, physical and laboratory checks of engines. When doing so, they shall take account of established principles of risk assessment, of any complaints and of other relevant information.
- 2.** Market surveillance authorities may require economic operators to make such documentation and information available as is deemed necessary for the purpose of carrying out their activities.
- 3.** ~~Where economic operators present test reports or certificates of conformity, market surveillance authorities shall take due account of such reports or certificates.~~ **In order to ensure the uniform application of the obligations of market surveillance authorities set out in paragraph 1, the Commission shall be empowered to lay down, by means of implementing acts, the procedures to be followed by market surveillance authorities. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 54(2) by [31 December 2016].**

General Obligations of manufacturers

1. Manufacturers shall ensure that when their engines are placed on the market, they are manufactured and approved in accordance with the requirements set out in Chapters II and III of **this Regulation**.

- 1a. Where manufacturers modify an engine which is subject to EU type-approval in such a manner that it subsequently qualifies to belong to a different category or sub-category, they shall be responsible for ensuring the compliance of that engine with the requirements applicable to that category or sub-category.**

Where any legal person modifies an engine in such a way that the emission limits applicable to that engine according to its category or subcategory are no longer complied with, that person shall be considered responsible for ensuring compliance with those emission limits.

- ~~2. For the purposes of approval of engines, manufacturers established outside the Union shall appoint a single representative established within the Union to represent them in their dealings with the approval authority.~~
- ~~3. Manufacturers established outside the Union shall appoint a single representative established within the Union for the purposes of market surveillance, which may be the representative referred to in paragraph 2 or a different representative.~~
4. Manufacturers shall be responsible to the approval authority for all aspects of the **EU type-**approval process and for ensuring conformity of production, whether or not they are directly involved in all stages of the construction of an engine.
5. ~~In accordance with this Regulation, m~~**Manufacturers shall ensure that procedures are in place for series production to remain in conformity with the approved type for monitoring emissions of in-service engines in accordance with Article 18 are in place and followed.**

Changes in **the** design of an engine or its **in the** characteristics **of an engine type** and changes in the requirements to which an engine **type** is declared to conform shall be taken into account in accordance with Chapter VI.

6. In addition to the **statutory** marking affixed to their engines in accordance with Article 31, manufacturers shall indicate ~~on their engines made available on the market~~ their name, registered trade name or registered trade mark and the address in the Union at which they can be contacted **on their engines placed on the market** or, where that is not possible, ~~on its packaging or~~ in a document accompanying the engine.
- 6a. Manufacturers shall provide upon reasoned request the OEM with a duplicate of the statutory marking referred to in Article 14a(3a).**
7. Manufacturers shall ensure that, whilst they are responsible for an engine, storage or transport conditions do not jeopardise its compliance with ~~the requirements set out in this~~ Chapters II and **Chapter** III.
- 8. Manufacturers shall keep the EU type approval certificate with its attachment as referred to in Article 22(1) and, where applicable, a copy of the statement of conformity referred to in Article 30 at the disposal of the approval authorities for a period of 10 years after the placing on the market of an engine.**
- 9. Manufacturers shall provide a national authority with a copy of the EU type-approval certificate for an engine, through the approval authority, upon reasoned request. That certificate shall be in a language which can be easily understood by the requesting authority.**
- 10.** For the purposes of **EU type**-approval of engines, manufacturers established outside the Union shall appoint a single representative established within the Union to represent them in their dealings with the approval authority.
- 11. For the purpose of market surveillance, M**~~m~~anufacturers established outside the Union shall appoint a single representative established within the Union ~~for the purposes of market surveillance, which may be the representative referred to in paragraph 2~~ **10** ~~or a different representative.~~

Obligations of manufacturers concerning their ~~products~~ engines that are not in conformity

1. Manufacturers who consider or have reason to believe that their engine that has been placed on the market is not in conformity with this Regulation shall immediately conduct an investigation into the nature of the non-conformity and the likelihood of its occurrence.

Based on the outcome of the investigation, manufacturers They shall take corrective **measures** ~~action, based upon the outcome of the investigation,~~ to ensure that engines in production are brought into conformity with the approved type or family in a timely manner.

~~If proportionate to the nature of the non-conformity and its likely occurrence, the provisions of Article 38 shall apply.~~

The manufacturer shall immediately inform the approval authority that granted the EU type-approval, giving details, in particular, of the non-conformity and of any corrective measures taken.

~~Notwithstanding the requirements of the first sub-paragraph, the manufacturer will not be required to take corrective measures in respect of engines which are not in conformity with this Regulation as a result of modifications made after the engine has been placed on the market that have not been authorised by the manufacturer.~~

2. ~~The manufacturer shall immediately inform the approval authority that granted the approval, giving details, in particular, of the non-conformity and of any corrective measures taken.~~

Notwithstanding paragraph 1, manufacturers shall not be required to take corrective measures in respect of an engine which is not in conformity with this Regulation as a result of modifications made after the engine has been placed on the market that have not been authorised by the manufacturer.

3. ~~Manufacturers shall keep the information package referred to in Article 21(9) and a copy of the certificates of conformity referred to in Article 30 at the disposal of the approval authorities for a period of 10 years after the placing on the market of an engine.~~

4. ~~Manufacturers shall, following a reasoned request from a national authority, provide that authority through the approval authority with a copy of the EU type-approval certificate for an engine, in a language which can be easily understood by the requesting authority.~~

Obligations of manufacturer's representatives ~~concerning~~ for market surveillance

~~The~~ **Manufacturer's** representatives for market surveillance shall perform **at least** the **following** tasks **which shall be** specified in the **written** mandate received from the manufacturer. ~~That mandate shall allow a representative to do at least the following:~~

- (~~1~~**a**) ~~have access to~~ **ensure that** the information folder **EU type-approval certificate with its attachments as** referred to in Article ~~20~~ **22(1)** and, **where applicable,** ~~the certificates~~ **a copy of the statement** of conformity referred to in Article 30 so that they can be placed at the disposal of **made available** the approval authorities for a period of 10 years after the placing on the market of an engine;
- (~~2~~**b**) ~~following a reasoned request from an approval authority,~~ provide that **the approval** authority with all the information and documentation necessary to demonstrate the conformity of production of an engine, **upon reasoned request**;
- (~~3~~**c**) cooperate with the approval or market surveillance authorities, at their request, on any action taken ~~to eliminate any serious risk to safety posed by engines covered by their mandate.~~

General Obligations of importers

1. Importers shall place on the market only compliant engines which have received EU type-approval.
2. Before placing on the market an EU type-approved engine, importers shall ensure that:
 - (a) ~~an information package complying with Article 21(9)~~ **the EU type-approval certificate with its attachments as referred to in Article 22** is available;
 - (b) ~~and that the engine bears the required~~ **statutory** marking; ~~and~~
 - (c) **the engine** complies with Article 8(6).
3. ~~Importers shall, f~~**For a period of 10 years after the placing on the market of the engine, importers shall keep, where applicable, a copy of the certificate statement of conformity referred to in Article 30 at the disposal of the approval and market surveillance authorities, and ensure that the information package as referred to in Article 21(9) EU type-approval certificate with its attachments as referred to in Article 22 can be made available to those authorities, upon request.**
4. Importers shall indicate their name, registered trade name or registered trade mark and the address at which they can be contacted on the engine or, where ~~this~~ **that** is not possible, ~~on its packaging or~~ in a document accompanying the engine.
5. Importers shall ~~make available~~ **ensure that the engine is accompanied by the** instructions and information, ~~as required in accordance with~~ **referred to in** Article 41.
6. Importers shall ensure that, whilst they are responsible for an engine, storage or transport conditions do not jeopardise its compliance with ~~the requirements set out in this~~ Chapters II and **Chapter** III.
7. **Importers shall, upon reasoned request, provide the requesting national authority with all the information and documentation necessary to demonstrate the conformity of an engine. That information and documentation shall be in a language which can be easily understood by the requesting national authority.**

Obligations of importers concerning ~~their products~~ engines that are not in conformity

1. Importers ~~who~~ **that** consider or have reason to believe that an engine is not in conformity with ~~the requirements of~~ this Regulation, and in particular that it does not correspond to its **EU** type-approval, shall not ~~distribute~~ **place** the engine **on the market** until it has been brought into conformity.

Furthermore, they **Importers** shall inform, **without unjustified delay**, the manufacturer and the market surveillance authorities, as well as the approval authority that has granted the **EU** ~~type-approval to that effect~~ **thereof**.

2. Importers ~~who~~ **that** consider or have reason to believe that an engine which they have placed on the market is not in conformity with this Regulation shall immediately conduct an investigation into the nature of the non-conformity and the likelihood of its occurrence.

Based upon the outcome of the investigation, importers ~~They shall take corrective~~ **measures** ~~action, based upon the outcome of the investigation,~~ **and inform the** **manufacturer thereof** to ensure that engines in production are brought into conformity with the approved type or family in a timely manner.

~~If proportionate to the nature of the non-conformity and its likely occurrence, the provisions of Article 38 may apply.~~

- ~~3. Importers shall, following a reasoned request from a national authority, provide it with all the information and documentation necessary to demonstrate the conformity of an engine, in a language which can be easily understood by that authority.~~

General Obligations of distributors

1. When making an engine available on the market, distributors shall act with due care in relation to the requirements of this Regulation.
2. Before making an engine available on the market, distributors shall verify that:
 - (a) the engine bears the required statutory marking **referred to in Article 31** ~~or EU type approval mark;~~ that
 - (b) ~~the required documents,~~ **information and** instructions **referred to in Article 41** ~~and safety information is~~ **are** available in a language that is understandable to the OEM; ~~and that~~
 - (c) **where applicable,** the importer ~~and the manufacturer have~~ **has** complied with ~~the requirements set out in Article 11(2) and (4); and~~
 - (d) **the manufacturer has complied with Article 8(6) and** Article 31(1) and (2).
3. Distributors shall ensure that, whilst they are responsible for an engine, storage or transport conditions do not jeopardise its compliance with ~~the requirements set out in~~ **this** Chapters H and **Chapter** III.
4. **Distributors shall, upon a reasoned request, ensure that the manufacturer provides the requesting national authority with the information specified in Article 8(8) or that the importer provides the requesting national authority with the information specified in Article 11(3).**

Obligations of distributors concerning ~~their products~~ engines that are not in conformity

1. Where distributors consider or have reason to believe that an engine is not in conformity with ~~the requirements of this Regulation~~, they shall not ~~distribute~~ **make** the engine **available on the market** until it has been brought into conformity.
2. Distributors who consider or have reason to believe that an engine which they have distributed **made available on the market** is not in conformity with this Regulation shall inform the manufacturer or the manufacturer's representative to ensure that the corrective measures necessary to bring engines in production into conformity with the approved type or family are taken in accordance with Article 9(1) or Article 12(2).
3. ~~Distributors shall, following a reasoned request from a national authority, ensure that the manufacturer provide the national authority with the information specified in Article 9(3) or that the importer provide the national authority with the information specified in Article 11(3).~~

Article 14a

Specific obligations of OEMs concerning the installation of engines

1. **OEMs shall install EU type-approved engines in non-road mobile machinery in accordance with the instructions provided by the manufacturer pursuant to Article 41(2) and in a manner that does not adversely affect the engine's performance with regard to its gaseous and particulate emissions.**
2. **Where an OEM does not follow the instructions referred to in paragraph 1 of this Article, or modifies an engine in the course of its installation into a non-road mobile machinery in a manner that adversely affects the engine's performance with regard to its gaseous and particulate emissions, that OEM shall be considered to be a manufacturer for the purposes of this Regulation and shall, in particular, be subject to the obligations laid down in Articles 8 and 9.**

- 3. OEMs shall install EU type-approved engines in non-road mobile machinery only in accordance with the exclusive use provided for in Article 4;**
- 3a. Where the statutory marking of the engine referred to in Article 31 is not visible without removing parts, the OEM shall affix on the non-road mobile machinery, in a visible manner, a duplicate of the marking as set out in Article 31, provided by the engine manufacturer.**
- 4. Where an engine is delivered separately from its exhaust after-treatment system to an OEM in accordance with Article 32(2), the OEM shall, where applicable, provide the manufacturer with the information relating to the assembly of the engine and its exhaust after-treatment system.**

Article 15

Cases in which obligations Application of manufacturers' obligations apply to importers and distributors

~~An importer or distributor shall be considered a manufacturer for the purposes of this Regulation and shall be subject to the obligations of the manufacturer under Articles 8, 9 and 10, where the An importer or distributor that makes an engine available on the market under its name or trademark, or that modifies the such an engine in ~~such~~ a way that compliance with the applicable requirements may be affected, shall be considered to be a manufacturer for the purposes of this Regulation and shall, in particular, be subject to the obligations of a manufacturer laid down in Articles 8 and 9.~~

Article 16

Identification of economic operators

Economic operators **and OEMs** shall, **upon** request, identify **and notify** the following to the approval and market surveillance authorities, for a period of five years from the date of placing on the market:

- (a) any economic operator who has supplied them with an engine;
- (b) any economic operator **or, where identifiable, OEM** to whom they have supplied an engine.

CHAPTER III

SUBSTANTIVE REQUIREMENTS

Article 17

Exhaust emission requirements for EU type-approval

1. Manufacturers shall ensure that engine types and engine families are designed, constructed and assembled so as to comply with the requirements ~~set out~~ **laid down** in Chapter II and **this** Chapter III of this Regulation.

2. Engine types and engine families shall not exceed, as of the date for placing on the market of engines set out in Annex III, the exhaust emission limit values referred to as “Stage V” established in Annex II.

Where, in accordance with the parameters defining the engine family laid down in the ~~delegated~~ **relevant implementing** act, one engine family covers more than one power ~~band~~ **range**, the parent engine (for the purposes of **the EU** type-approval) and all engine types within the same family (for the purposes of conformity of production) shall, with respect to the applicable power ~~bands~~ **ranges**:

- (a) meet the most stringent emission limit values;
 - (b) be tested using the test cycles that correspond to the most stringent emission limit values;
 - (c) be subject to the earliest applicable dates for **the EU** type-approval and placing on the market set out in Annex III.
3. The exhaust emissions of engine types and engine families shall be measured on the basis of the test cycles set out in Article 23 and in accordance with the provisions on the conduct of tests and measurements set out in Article 24.
4. Engine types and engine families shall be designed ~~to resist tampering and shall not make use of any defeat strategy~~ **and fitted with emission control strategies in such a way as to prevent tampering to the extent possible. The use of defeat strategies shall be prohibited.**
5. The Commission shall ~~be empowered to adopt delegated~~ **implementing** acts ~~in accordance with Article 55 concerning~~ **laying down** the detailed technical specifications relating to the parameters used for the definition of the engine **types and engine families, including their operation modes**, and the detailed technical provisions to resist tampering as referred to in paragraph 4. Those ~~delegated~~ **implementing** acts shall be adopted **in accordance with the examination procedure referred to in Article 54(2)** by [31 December 2016].

Monitoring of emissions of in-service engines

1. **For engine types or engine families, type-approved in accordance with this Regulation,**
~~The gaseous pollutant and particulate emissions of engine types or engine families in service~~
shall be monitored by testing **in-service** engines installed in non-road mobile machinery operated over their normal operating duty cycles. Such testing shall be conducted, **under the responsibility of the manufacturer,** on engines that have been correctly maintained and shall comply with the provisions on the selection of engines, testing procedures and reporting of results for the different engine categories.

The Commission shall conduct pilot programmes with a view to developing appropriate testing procedures for those engine categories and sub-categories for which such testing procedures are not in place.

The Commission shall conduct monitoring programmes to determine to what extent, for every engine category, the emissions measured from the test cycle correspond to the emissions measured in actual operation. Those programmes and their results shall annually be the subject of a presentation to the Member States and subsequently of a communication to the public.

2. The Commission shall be empowered to adopt ~~delegated~~ **by means of implementing** acts ~~in accordance with Article 55 concerning~~ the detailed arrangements with regard to the selection of engines, testing procedures and reporting of results referred to in paragraph 1. Those ~~delegated acts~~ **implementing acts** shall be adopted **in accordance with the examination procedure referred to in Article 54(2)** by [31 December 2016].

CHAPTER IV

EU TYPE-APPROVAL PROCEDURES

Article 19

Application for EU type-approval

1. Manufacturers shall submit an application for an engine type or engine family EU type-approval to the approval authority of a Member State. Applications shall be accompanied by the information folder referred to in Article 20.

A separate application shall be submitted for each engine type or engine family to be approved.

Only one application shall be submitted in respect of a particular engine type or, where applicable, engine family, and it shall be submitted to only one Member State.

2. An engine conforming to the engine type or, in case of an engine family, to the parent engine characteristics described in the information folder shall be made available to the technical service responsible for conducting the **EU type**-approval tests.
3. In the case of an application for EU type-approval of an engine family, if the approval authority determines that, with regard to the selected parent engine as referred to in paragraph 2 **of this Article**, the application submitted does not fully represent the engine family described in the information folder **referred to in Article 20**, an alternative and, if necessary, an additional parent engine which is considered by the approval authority to represent the engine family shall be provided for **EU type**-approval.

3a. Manufacturers shall submit to the type approval authority that has granted approval of an engine type or, where applicable, engine family, within one month of the start of production of the approved engine type or engine family, the initial plan for monitoring in-service engines.

~~4. An application in respect of one engine type or engine family may not be submitted to more than one Member State. A separate application shall be submitted for each engine type or engine family to be approved.~~

Article 20

Information folder

1. The applicant shall provide the approval authority with an information folder.
2. The ~~contents~~ of information folder ~~shall be defined in an implementing act and~~ shall include the following:
 - (a) an information document, **including a list of reference fuels and, where requested by the engine manufacturer, other specified fuels in accordance with Article 24(2) and described in accordance with the implementing act referred to in Article 24(4);**
 - (b) all relevant data, drawings, photographs and other information in relation to the **engine type or, where applicable, the parent engine;**
 - (c) any additional information requested by the approval authority in the context of the **EU type-approval** application procedure.
3. The information folder may be supplied on paper or in an electronic format that is accepted by the technical service and by the approval authority.
4. The Commission shall be empowered to lay down templates for the information document and for the information folder by means of implementing acts. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 54(2) by [31 December 2016].

CHAPTER V

CONDUCT OF EU TYPE-APPROVAL PROCEDURES

Article 21

General provisions

1. The approval authority receiving the application shall grant EU type-approval to all engine types or engine families ~~in conformity~~ **complying** with all of the following:
 - (a) the particulars in the information folder;
 - (b) the requirements of this Regulation;
 - (c) the **conformity of** production arrangements referred to in Article 25.
2. Approval authorities shall not impose any other **EU** type-approval requirements with regard to exhaust emissions for non-road mobile machinery in which an engine is installed, if the engine meets the requirements specified in this Regulation.
3. **After the dates for the EU type-approval of engines referred to in Annex III for each engine sub-category,** ~~Approval authorities shall not grant an EU type-approval to an engine type or engine family that does not meet the requirements set out~~ **laid down** in this Regulation, ~~after the dates for the type-approval of engines referred to in Annex III for each engine sub-category.~~
4. EU type-approval certificates shall be numbered in accordance with a harmonized system laid down by the Commission by means of implementing acts.

5. **By means of IMI** ~~the~~ approval authority of each Member State shall:

(a) ~~send monthly~~ **make available** to the approval authorities of the other Member States a list of the EU type-approvals it has granted, ~~refused to grant or withdrawn during that~~ **or, where applicable, extended, within one month of issuing the corresponding EU type-approval certificate,** together with the reasons for its decision;

(aa) make available without delay to the approval authorities of the other Member States a list of the EU type-approvals it has refused or withdrawn, together with the reasons for its decision;

(b) ~~inform without delay the approval authorities of the other Member States of its refusal or withdrawal of any engine approval, together with the reasons for its decision;~~ **send within one month of receiving a request from the approval authority of another Member State, a copy of the engine type or engine family EU type-approval certificate, where this exists, together with the information package referred to in paragraph 9 for each engine type or engine family which it has approved, refused to approve or withdrawn;**

(c) ~~on receiving a request from the approval authority of another Member State, send within one month:~~

~~a copy of the engine or engine family EU type-approval certificate, where this exists, together with the information package for each engine type or engine family which it has approved or refused to approve or withdrawn;¹ and/or~~

~~the list of engines produced according to EU type-approvals granted, as described in Article 35.~~

6. ~~The approval authority of each Member State shall yearly, or in addition on receiving a corresponding application, send the Commission a copy of the data sheet related to the engine types or engine families approved since the latest notification was made.~~

- ~~7. If so requested by the Commission, the approval authority shall submit the information referred to in paragraph 5 to the Commission as well.~~
- ~~8. Requirements referred to in paragraphs 5, 6 and 7 shall be deemed to be fulfilled through the upload of the relevant information or data to the Union central administrative platform referred to in Article 42. The copy may also take the form of a secure electronic file.~~
9. The approval authority shall put together an information package consisting of the information folder accompanied by the test reports and all other documents added by the technical service or by the approval authority to the information folder in the course of carrying out their functions (**"the information package"**).

An index to ~~The~~ information package shall ~~contain an index~~ listing its contents, suitably numbered or otherwise marked so as to identify clearly all the pages and the format of each document ~~such as~~ **in order** to present a record of the successive steps in the management of the EU type-approval, in particular the dates of revisions and updating.

The approval authority shall keep **the** information contained in the information package available for a period of ~~10~~ **at least 25** years after the end of validity of the EU type-approval concerned.

10. The Commission shall be empowered to adopt by means of implementing acts:
- (a) the method for establishing the harmonized numbering system referred to in paragraph 4;
 - (b) the single format of the ~~data sheet~~ **test report** to be filled for each engine type or, **where applicable,** engine family that was EU type-approved by the approval authority of each Member State referred to in point (a) of paragraph 5;
 - (c) the templates **and data structure** for ~~the list of engines produced according to EU type-approvals granted to be filled in by the approval authority of each Member State~~ **the exchange of data** referred to in ~~point (e) of paragraph 5;~~

(d) ~~the single format of the data sheet for related engine types or engine families approved since the latest notification was made, to be filled in by the approval authority of each Member State referred to in paragraph 6.~~

Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 54(2) by [31 December 2016].

Article 22

Specific provisions concerning the EU type-approval certificate

1. The EU type-approval certificate shall contain, as attachments, the following:
 - (a) the information package referred to in Article 21(9);
 - ~~(b) the test results;~~
 - (c) **where applicable**, the name(s) and specimen(s) of the signature(s) of the person(s) authorised to sign ~~certificates~~ **statements** of conformity and ~~an statement~~ **indication** of their position in the company.
2. The Commission shall lay down a template for the EU type-approval certificate.
3. In respect of each ~~type of engine~~ **type or engine family approved**, the approval authority shall:
 - (a) complete all the relevant sections of the EU type-approval certificate, ~~including~~ **and attach** the test **reports** ~~results sheet appended thereto~~;
 - (b) compile the index to the information package;
 - (c) issue the completed certificate, together with its attachments, to the applicant without delay.

4. In the case of an EU type-approval for which, in accordance with Article 33, restrictions have been imposed as to its validity, or certain provisions of this Regulation have been ~~waived~~ **exempted**, the EU type-approval certificate shall specify those restrictions or ~~waivers~~ **exemptions**.
5. The Commission shall be empowered to adopt by means of implementing acts the template for the EU type-approval certificate ~~and for the test results sheet referred to in point (a) of paragraph 3.~~ Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 54(2) by [31 December 2016].

Article 23

Tests required for EU type-approval

1. Compliance with the technical prescriptions laid down in this Regulation shall be demonstrated by means of appropriate tests performed by designated technical services.

The ~~technical test and measurement~~ **and test** procedures and the specific equipment and tools prescribed to ~~perform~~ **conduct** those tests shall be those laid down in Article 24.

2. The manufacturer shall make available to the approval authority as many engines as are required under the relevant ~~delegated~~ **implementing** acts for the performance of the required tests.
3. The required tests shall be ~~performed~~ **conducted** on engines which are representative of the **engine** type **or, where applicable, of the parent engine of the engine family** to be approved.

Notwithstanding ~~the requirements of~~ the first sub-paragraph, the manufacturer may select, in agreement with the approval authority, an engine which, while not representative of the **engine** type **or, where applicable, of the parent engine of the engine family** to be approved, combines a number of the most unfavourable features with regard to the required level of performance. Virtual testing methods may be used to aid decision-making during the selection process.

4. For the purposes of conducting the EU type-approval tests, the cycles that apply are set out in Annex IV. The test cycles applicable to each engine type included in the EU type-approval shall be indicated in the EU type-approval information document.
5. The parent engine **representative of the engine type or, where applicable, of the parent engine of the engine family** shall be tested on a dynamometer using the applicable ~~NRSC~~ **non-road steady-state** test cycle identified in ~~Annex IV in the~~ Tables IV-1 to IV-10 **of Annex IV**. At the choice of the manufacturer this test may be conducted using the discrete-mode or the ramped-modal test method. Except in the cases ~~identified~~ **referred to** in paragraphs 7 and 8, a variable-speed engine of a particular category used in a constant-speed application **operation** of the same category ~~does not require to~~ **need not** be tested using the applicable constant-speed steady-state test cycle.
6. In **the** case of a constant-speed engine with a governor that can be set to alternative speeds, the requirements of paragraph 5 shall be met at each applicable constant speed and the EU type-approval information document shall indicate the speeds that apply for each engine type.
7. In **the** case of an engine of category IWP intended to be used for both variable speed and constant-speed applications **operation**, the requirements of paragraph 5 shall be met for each applicable steady-state test cycle separately and the EU type-approval information document shall indicate each steady-state test cycle for which ~~this~~ **that** requirement was fulfilled.
8. In **the** case of an engine of category IWP ~~having a reference power greater than 560 kW~~ that is intended for use in place of an engine of category IWA in accordance with ~~the second subparagraph of Article 4(2)~~, the requirements of paragraph 5 shall be met separately for each applicable steady-state test cycle set out in both Tables IV-5 and IV-6 of Annex IV, and the **EU** type-approval information document shall indicate each steady-state test cycle for which this requirement was fulfilled.

9. Except for engines type-approved pursuant to Article 32(4), variable-speed engines of category NRE having a net power that is greater than or equal to 19 kW but not more than 560 kW shall, in addition to fulfilling the requirements of paragraph 5 **of this Article**, also be tested on a dynamometer using the transient test cycle identified in Table IV-11 of Annex IV.
10. Engines of sub-categories NRS-v-2b and NRS-v-3 having a maximum speed **of** less than or equal to 3400 rpm shall in addition to fulfilling the requirements of paragraph 5 also be tested on a dynamometer using the transient test cycle identified in Table IV-12 of Annex IV.
11. **In order to ensure the uniform application of the obligations set out in this Article**, ~~The~~ Commission shall be empowered to adopt delegated **implementing** acts in accordance with ~~Article 55~~ laying down the detailed technical specifications and characteristics of the steady-state and transient test cycles referred to in this Article, **including the corresponding method for the determination of the engine load and speed settings**. Those delegated **implementing** acts shall be adopted **in accordance with the examination procedure referred to in Article 54(2)** by [31 December 2016].
- ~~12. The Commission shall be empowered to adopt by means of implementing acts the single format of the tests required for EU type approval. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 54(2) by [31 December 2016].~~

Conduct of measurements and tests for EU type-approval

1. ~~Exhaust emission laboratory test results for all engines subject to this Regulation shall be adjusted to include deterioration factors appropriate to the emission durability periods specified in Annex V.~~

The final exhaust emission test results for engines subject to this Regulation shall be calculated by applying to the laboratory test results all of the following:

- (a) Where required by paragraph 3 and where not already included in the laboratory measurement, the emissions of crankcase gases;**
- (b) Where required by paragraph 3 and where the engine includes a regenerating after-treatment system, any necessary adjustment factor;**
- (c) For all engines, deterioration factors appropriate to the emission durability periods specified in Annex V.**

2. An engine type or engine family shall meet the emission limits set out in this Regulation ~~on~~ **using** the appropriate **following** reference fuels or fuel combinations ~~included in the following~~ list:

- (a)** diesel;
- (b)** petrol;
- (c)** petrol/oil mixture, for two stroke SI engines;
- (d)** natural gas/bio methane;
- (e)** liquid petroleum gas (LPG);
- (f)** ethanol.

If requested by the engine manufacturer in the application for EU type-approval in accordance with Article 19 and specified in the information folder referred to in Article 20, the engine type or engine family shall meet, in addition, the exhaust emission limits set out in this Regulation for other specified fuels, fuel mixtures or fuel emulsions.

3. For the conduct of measurements and tests, the technical requirements shall be met in respect of ~~the following aspects~~:
- (a) apparatus ~~&~~ **and** procedures for **the** conduct of tests;
 - (b) apparatus ~~&~~ **and** procedures for emission measurement ~~&~~ **and** sampling;
 - (c) methods for data evaluation ~~&~~ **and** calculations;
 - (d) method for establishing deterioration factors;
 - (e) for engines of category ~~ies~~ NRE, NRG, IWP, IWA, RLR, NRS, NRSh, **SMB, ATS** complying with “Stage V” emission limits ~~as defined~~ **set out** in Annex II:
 - (i) method for accounting for emissions of crankcase gases;~~;~~
 - (ii) method for **determining and** accounting for **continuous and** infrequent regeneration of after-treatment systems;
 - (f) for electronically controlled engines of categories NRE, NRG, IWP, IWA, RLL and RLR, complying with “Stage V” emission limits ~~as defined~~ **set out** in Annex II and ~~that use~~**ing** electronic control to determine both the quantity and timing of injecting fuel or ~~that use~~**ing** electronic control to activate, de-activate or modulate the emission control system used to reduce NOx:
 - (i) technical requirements ~~on~~ **relating to** emission control strategies including **the** documentation required to demonstrate ~~these~~ **those** strategies;~~;~~
 - (ii) technical requirements ~~on~~ **relating to** NOx control measures including the method to demonstrate ~~these~~ **those** technical requirements;~~;~~

(iii)- technical requirements ~~on~~ **relating to** the area associated with the relevant NRSC **non-road steady-state** cycle, within which ~~there is control on~~ the amount **by which** ~~that~~ the emissions shall be permitted to exceed the **emission** limits ~~values~~ **set out** in Annex II **is controlled**;

(iv)- the selection by the technical service of additional measurement points from within the control area during the emission bench test.

4. **In order to ensure the uniform application of the obligations set out in this Article,** ~~The Commission shall be empowered to adopt delegated~~ **implementing** acts ~~in accordance with Article 55 of this Regulation~~ setting out:

- (a) the methodology for adapting the emission laboratory test results to include the deterioration factors referred to in paragraph 1;
- (b) the technical characteristics of the reference fuels ~~listed~~ **referred to** in this paragraph **2** ~~for approval tests and to verify the conformity of production referred to in paragraph 2~~ **and, where applicable, the requirements for the description of other specified fuels, fuel mixtures or fuel emulsions;**
- (c) the detailed technical requirements and characteristics for the conduct of measurements and tests referred to in paragraph 3;
- (d) the method for the measurement of PN, taking account of the specifications given in the 06 series of UNECE Regulation No. 49;
- (e) the detailed technical requirements for the testing of fully and partially gaseous fuelled engines referred to in Annex II.

Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 54(2).

Conformity of production arrangements

1. An approval authority which grants an EU type-approval shall take the necessary measures to verify, if necessary in cooperation with the approval authorities of the other Member States, that adequate arrangements have been made to ensure that the engines in production will conform to the approved type with respect to the requirements of this Regulation.
2. An approval authority which grants an ~~engine-family~~ EU type-approval shall take the necessary measures to verify that ~~certificates~~ **statements** of conformity issued by the manufacturer conform to ~~the requirements of Article 30. To that end, the approval authority shall verify that a sufficient number of samples of certificates of conformity conform to the requirements of Article 30 and that the manufacturer has made adequate arrangements to ensure that the data in the certificates of conformity are correct.~~
3. An approval authority which has granted an EU type-approval shall take the necessary measures in relation to that **EU type-**approval to verify, if necessary in cooperation with the approval authorities of the other Member States, that the arrangements referred to in paragraphs 1 ~~and 2~~ of this Article continue to be adequate so that engines in production will continue to conform to the approved type and that ~~certificates~~ **statements** of conformity, **where applicable,** continue to comply with ~~the requirements of Article 30.~~
4. In order to verify that an engine conforms to the approved type, the approval authority which has granted the EU type-approval may carry out any of the checks or tests required for the EU type-approval on samples taken at the premises of the manufacturer, including the manufacturer's production facilities.
5. When an approval authority which has granted an EU type-approval establishes that the arrangements referred to in paragraphs ~~1 and 2~~ of this Article are not being applied, deviate significantly from the arrangements and control plans agreed, have ceased to be applied or are no longer considered to be adequate, even though production is continuing, it shall **either** take the necessary measures to ensure that the procedure for conformity of production is followed correctly or ~~shall~~ withdraw the EU type-approval.

6. The Commission shall be empowered to adopt delegated acts in accordance with Article 55 laying down the detailed measures to be taken and procedures to be followed by the approval authorities to ensure that the engines in production conform to the approved type. Those delegated acts shall be adopted by [31 December 2016].

CHAPTER VI

AMENDMENTS TO AND VALIDITY OF EU TYPE-APPROVALS

Article 26

General provisions

1. The manufacturer shall inform without delay the approval authority that granted the EU type-approval of any change in the particulars recorded in the information package.

In such a case, ~~that~~ that approval authority shall decide which of the procedures laid down in Article 27 is to be followed.

Where necessary, the approval authority may decide, after consulting the manufacturer, that a new EU type-approval is to be granted.

2. An application for the amendment of an EU type-approval shall be submitted only to the approval authority that granted the original EU type-approval.
3. If the approval authority finds that, for the purposes of making an amendment, inspections or tests need to be repeated, it shall inform the manufacturer accordingly.

The procedures referred to in Article 27 shall apply only if, on the basis of those inspections or tests, the approval authority concludes that the requirements for EU type-approval continue to be fulfilled.

Revisions and extensions of EU type-approvals

1. If ~~Where~~ **Where** particulars recorded in the information package have changed, without requiring inspections or tests to be repeated, the amendment shall be ~~designated~~ **termed** a 'revision'.

In such cases, the approval authority shall ~~issue~~ **establish** the revised pages of the information package as necessary, marking each of the revised pages to show clearly the nature of the change and the date of ~~reissue~~ **revision, including the revised index to the information package without unjustified delay**. A consolidated, updated version of the information package, accompanied by a detailed description of the changes, shall be deemed to meet this requirement.

2. ~~The~~ **Any** amendment **as referred to in paragraph 1** shall be ~~designated~~ **termed** an 'extension' ~~when~~ **where** the particulars recorded in the information package have changed and any of the following occurs:

- (a) further inspections or tests are required;
- (b) any information on the EU type-approval certificate, with the exception of its attachments, has changed;
- (c) new requirements set out in **this Regulation or its** ~~the delegated~~ **or implementing** acts ~~of this Regulation~~ become applicable to the approved engine type or engine family.

In the event of an extension, the approval authority shall ~~issue~~ **establish** an updated EU type-approval certificate denoted by an extension number, incremented in accordance with the number of successive extensions already granted. That **EU type-**approval certificate shall clearly show the reason for the extension and the date of ~~reissue~~ **extension**.

3. Whenever amended pages or a consolidated, updated version are issued **established**, the index to the information package attached to the **EU type-**approval certificate shall be amended accordingly to show the date of the most recent extension or revision, or the date of the most recent consolidation of the updated version.
4. No amendment to the EU type-approval of an engine type or engine family shall be required if the new requirements referred to in point (c) of paragraph 2 are, from a technical point of view, irrelevant to that engine type or engine family with regard to its emission performance.

Article 28

Issue and notification of amendments

1. In the case of an extension **of an EU type-approval**, ~~all relevant sections of **the approval authority shall issue to the applicant without unjustified delay** the **updated** EU type-approval certificate **referred to in Article 27(2), including** the attachments thereto, and the index to the information package ~~shall be updated. The updated certificate and its attachments shall be issued to the applicant without delay.~~~~
2. In the case of a revision **of an EU type-approval**, **the approval authority shall issue to the applicant without unjustified delay** the revised documents or the consolidated, updated version, as appropriate, including the revised index to the information package, **as referred to in the second subparagraph of Article 27(1)** ~~shall be issued by the approval authority to the applicant without delay.~~
3. The approval authority shall notify **by means of IMI** any amendment made to EU type-approvals to the approval authorities of the other Member States in accordance with the procedures set out in Article 21.

Termination of ~~v~~Validity of EU type-approval

1. EU type-approvals shall be issued for an unlimited duration.
2. An EU type-approval of an engine shall become invalid in any of the following cases:
 - (a) **where** new requirements applicable to the approved engine type **or, where applicable, to the engine family** become mandatory for the ~~making available~~ **placing** on the market, and it is not possible to update the EU type-approval accordingly;
 - (b) **where** production of the approved engine type or engine family is definitively discontinued voluntarily;
 - (c) **where** the validity of the **EU type-**approval expires by virtue of a restriction in accordance with Article 33(6);
 - (d) **where** the **EU type-**approval has been withdrawn in accordance with Article 25(5), Article 37(1) or Article 38(3).
3. Where **an EU type-approval of an engine family becomes invalid in respect of** only one engine type within an engine family ~~becomes invalid~~, the EU type-approval of the engine family in question shall lose validity only in so far as ~~the~~ **that** particular engine type is concerned.
4. When ~~re~~ production of a particular type of engine **type or, where applicable, an engine family** is definitively discontinued, the manufacturer shall notify the approval authority that granted the EU type-approval for that engine **type or engine family**.

Within one month of receiving the notification referred to in the first subparagraph, the approval authority which granted the EU type-approval for the engine **type or engine family** shall inform the approval authorities of the other Member States accordingly.

5. Without prejudice to paragraph 4, in cases where an EU type-approval of an engine type or, **where applicable, of an** engine family is due to become invalid, the manufacturer shall notify the approval authority that granted the EU type-approval.

In such cases, the approval authority that granted the EU type-approval shall without delay communicate all relevant information to the approval authorities of the other Member States.

The communication referred to in the second subparagraph shall specify, in particular, the date of production and the engine identification number of the last engine produced.

6. Requirements referred to in paragraphs 4 and 5 **of this Article** shall be deemed to be fulfilled through upload of the relevant information to the ~~Union central administrative platform~~ **IMI System** referred to in Article 42. ~~The communication documents may also take the form of a secure electronic file.~~

CHAPTER VII

CERTIFICATE STATEMENT OF CONFORMITY AND MARKINGS

Article 30

Certificate Statement of conformity

1. The manufacturer, in its capacity as the holder of an engine type or engine family EU type-approval, shall deliver a ~~certificate~~ **statement** of conformity ("**statement of conformity**") to accompany ~~each engines which is manufactured in conformity with the approved engine type.~~ **are placed on the market on the basis of:**

(a) an exemption referred to in Article 32 (1), (3), (4), (4a), (4b), 4(c), 4(d) or Article 33(4); or

(b) a transitional provision referred to in Article 57(9)(10).

Such a ~~certificate~~ **statement** shall **state particular features and restrictions that shall apply to the engine and** be delivered free of charge together with the engine and shall accompany the **non-road mobile** machinery in which the engine is installed. Its delivery ~~may~~ **shall** not be made dependent on an explicit request or on the submission of additional information to the manufacturer. **The statement of conformity may also be delivered in the form of a secure electronic file.**

For a period of 10 years after the **engine** production date ~~of the engine~~, the engine manufacturer shall, at the request of the engine ~~owner~~ **end-user**, issue a duplicate of the ~~certificate~~ **statement** of conformity against a payment **of an amount** not exceeding the cost of issuing it. The word 'duplicate' shall be clearly visible on the face of any duplicate ~~certificate~~ **statement of conformity**.

2. ~~The Commission shall set out the template for the certificate of conformity to be used by the manufacturer.~~
3. The ~~certificate~~ **statement** of conformity shall be drawn up in at least one of the official languages of the Union. Any Member State may request **from the engine manufacturer that** the ~~certificate~~ **statement** of conformity to be translated into its own official language or languages.
4. The person(s) authorised to sign ~~certificates~~ **statements** of conformity shall ~~belong in~~ **to** the manufacturer's organisation and shall be duly authorised by the management **of that organisation** to fully engage the legal responsibility of the manufacturer with respect to the design and the construction or with respect to the conformity of the production of the engine.
5. The ~~certificate~~ **statement** of conformity shall be completed in its entirety and shall not contain restrictions as regards the use of the engine other than those provided for in this Regulation ~~or any of the delegated acts adopted pursuant to this Regulation.~~
6. ~~The certificate of conformity shall, for engine types or engine families approved in accordance with Article 33(2), display in its title the phrase 'For engines type approved in application of Article 31 of Regulation (EU) No xx/xx of the European Parliament and of the Council of [date] on requirements relating to emission limits and type approval for internal combustion engines for non-road mobile machinery (provisional approval)'.~~
7. The Commission shall be empowered to adopt by means of implementing acts the template for the ~~certificate~~ **statement** of conformity, including the ~~technical features designed to prevent forgery~~ **and for verification of the secure electronic file**. To that end, the implementing acts shall provide the security ~~printing~~ features **used for** protecting ~~the paper used in~~ the ~~certificate~~ **statement of conformity**. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 54(2) by [31 December 2016].

Statutory Mmarking of engines

1. The manufacturer ~~of an engine~~ shall affix a **statutory** marking to each ~~unit~~ **engine** manufactured in conformity with the approved type (**"the statutory marking"**).
2. ~~Before leaving the production line the engines must bear the marking required by this Regulation.~~
3. ~~For an engine already installed in machinery, the engine or the engine part bearing the statutory mark may be replaced.~~ **Where applicable, the statutory marking shall include the following:**
 - (a) **for transition engines placed on the market in accordance with Article 57(8), an additional marking with the words "Transition Engine" or, alternatively, display the engine production date;**
 - (b) **for replacement engines placed on the market in accordance with Article 57(9), point (a), the words "Replacement Engine";**
 - (c) **for engines placed on the market in accordance with Article 32(1), the words "For armed forces use only";**
 - (d) **for engines temporarily placed on the market in accordance with Article 32(3), the words "Test Engine – temporary use only";**
 - (e) **for engines placed on the market in accordance with Article 32(4), the words For use in ATEX machinery only";**
 - (ea) **for engines placed on the market in accordance with Article 32(4a), the words "For use in beach lifeboat launching machinery only";"**

(f) for engines for export to third countries in accordance with Article 32(-1a) that are:

- manufactured in the Union, or

- manufactured outside the Union and installed in non-road mobile machinery in the Union,

the words "Not for use in the EU in machinery under Regulation ... [*]".

4. The Commission shall be empowered to adopt by means of implementing acts the template for the **statutory** marking referred to in paragraph 1, including its mandatory essential information **required when the engine leaves the production line, its mandatory essential information required before the engine is placed on the market and, where applicable, the additional information referred to in paragraph 3 of this Article**. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 54(2) by [31 December 2016].
5. ~~The Commission shall also be empowered to adopt delegated acts in accordance with Article 55 concerning the conditions and detailed technical requirements for the replacement of engines or engine parts bearing the marking referred to in paragraph 3. Those delegated acts shall be adopted by [31 December 2016].~~

[*] **OJ: Please insert the number of this Regulation.**

Article 31a

Temporary marking of engines

1. The manufacturer shall affix a temporary marking to each engine manufactured in conformity with the approved type that is placed on the market on the basis of the exemption referred to in Article 32(2).
2. An engine that is being delivered to an engine manufacturer and, at this stage, not in conformity with the approved type shall only bear a temporary marking.
3. The Commission shall be empowered to adopt by means of implementing acts the template for the temporary markings referred to in paragraphs 1 and 2, including the mandatory essential information that shall be contained on these. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 54(2) by [31 December 2016].

CHAPTER VIII

EXEMPTIONS

Article 32

General exemptions

-1. With the exception of point (f) of Article 31(3) engines for export to third countries shall not be subject to this Regulation.

1. The requirements of Article 5(2) and (3) and of Article 17(2) shall not apply to engines for use by the armed forces. **With the exception of point (c) of Article 31(3) engines for use by the armed forces shall not be subject to this Regulation. For the purposes of this paragraph fire services, civil defence services, forces responsible for maintaining public order and emergency medical services shall not be considered to be part of the armed forces.**
2. Without prejudice to the provisions of Article 31 **and with the consent of the OEM**, a manufacturer may deliver an engine separately from its exhaust after-treatment system to **an** **that** OEM.
3. Notwithstanding the requirements of Article 5(3), Member States shall authorise the temporary placing on the market, for the purposes of field testing, of engines that have not been EU type-approved in accordance with this Regulation.

4. Notwithstanding ~~the requirements of Articles 17(2) and 21(3)~~, Member States ~~may authorise the~~ **shall grant** EU type-approval and **authorise the** placing on the market of engines that meet the ~~ATEX~~ **gaseous and particulate** emission limit values **for special purpose engines** set out in Annex VI, ~~under~~ **on** the condition that the engines are intended for installation in a ~~machine~~ **non-road mobile machinery** to be used in potentially explosive atmospheres, as defined in **point (5) of Article 2 of** Directive 2014/34/EU of the European Parliament and the Council²⁰, ~~and certified as meeting all of the following requirements:~~

- (a) ~~Equipment category 2 or 3;~~
- (b) ~~Machine Group I or Machine Group II;~~
- (c) ~~Temperature class T3 or higher (not exceeding 200°C).~~

4a. Notwithstanding Articles 17(2) and 21(3), Member States may, upon request, grant EU type-approval and authorise the placing on the market of engines that meet the gaseous and particulate emission limit values for special purpose engines set out in Annex VI, on the condition that the engines are intended for installation in non-road mobile machinery that is exclusively used for the launch and recovery of launched lifeboats operated by a national rescue service.

4ab. For engines corresponding to categories RLL or RLR, Member States may authorise the placing on the market of engines that are in compliance with the latest applicable emission limits defined in the relevant legislation applicable on ...^{*}, on condition that:

²⁰ Directive 2014/34/EU of the European Parliament and of the Council of 26 February 2014 on the harmonisation of the laws of the Member States relating to equipment and protective systems intended for use in potentially explosive atmospheres (~~recast~~) (OJ L 96, 29.3.2014, p. 309).

^{*} **OJ: please insert date of the day before the entry into force of this Regulation**

- (a) those engines are part of a project which is, at the date of entry into force of this Regulation, at an advanced stage of development, as defined by Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community; and
- (b) the use of engines in compliance with the applicable emission limits set out in Tables II.7 or II.8 will lead to disproportionate costs.

Within one year after publication of this Regulation, each Member State shall communicate to the Commission the list of any such projects.

4c. Notwithstanding Articles 5(3) and 17(2) , for engines corresponding to categories RLL or RLR and placed on the Union market on or before 31 December 2011, Member States may authorise the placing on the market of replacement engines if the approval authority of the Member State, upon examination, recognises and approves that the installation of an engine in compliance with the applicable emission limits set out in Tables II-7 and II-8 of Annex II will involve significant technical difficulties. In this case, the replacement engine shall comply with the emission limits that it would have needed to meet for placing on the Union market on 31 December 2011 or comply with more stringent emission limits.

For engines corresponding to categories RLL and RLR and placed on the Union market after 31 December 2011, Member States may authorise the placing on the market of replacement engines complying with the emission limits that the engine to be replaced had to meet when originally placed on the Union market.

4d. Notwithstanding Articles 5(3) and 17(2), Member States shall permit the placing on the market of replacement engines of categories NRE, NRG or NRS, with a reference power greater than or equal to 19 kW, that comply with the emission limits that the engine to be replaced had to meet when originally placed on the Union market or comply with more stringent emission limits.

5. The Commission shall be empowered to adopt delegated acts in accordance with Article 55 concerning the detailed technical specifications and conditions for:

- (a) a manufacturer to deliver an engine separately from its exhaust after-treatment system to an OEM, as referred to in paragraph 2 **of this Article**;

- (b) the temporary placing on the market, for the purposes of field testing, of engines that have not been EU type-approved **in accordance with this Regulation**, as referred to in paragraph 3 **of this Article**;
- (c) the EU type-approval and placing on the market of engines that meet the ~~ATEX~~ **gaseous and particulate** emission limit values **for special purpose engines** set out in Annex VI, as referred to in paragraphs 4 **and 4a of this Article**.

Those delegated acts shall be adopted by [31 December 2016].

Article 33

Exemptions for new technologies or new concepts

1. The manufacturer may apply for a **EU** type-approval in respect of an engine type or engine family that incorporates new technologies or **new** concepts which are incompatible with one or more requirements of this Regulation.
2. The approval authority shall grant the **EU** type-approval referred to in paragraph 1 where all of the following conditions are met:
 - (a) the application states the reasons why the **new** technologies or **new** concepts ~~in question~~ make the engine type or engine family incompatible with one or more of the requirements ~~in~~ **of** this Regulation;
 - (b) the application describes the environmental implications of the new technology **or new concept** and the measures taken in order to ensure at least an equivalent level of environmental protection as that provided by the requirements from which exemption is sought;
 - (c) test descriptions and results are presented which prove that the condition in point (b) is met.

3. The granting of such EU type-approval ~~exempting new technologies or new concepts referred to in paragraph 1~~ shall be subject to authorisation by the Commission. ~~That authorisation shall be given by means of an implementing act.~~

Where appropriate, the authorisation by the Commission shall specify whether it is subject to any restrictions.

The authorisation shall be given by means of an implementing act.

4. ~~The approval authority may issue the type-approval p~~Pending the decision on authorisation by the Commission **pursuant to paragraph 3, the approval authority may issue a** but it shall be provisional; **EU type-approval which** shall be valid ~~only~~:

(a) only in the territory of that Member State, and

(b) shall only be valid in respect of a type of engine covered by the exemption sought.

(c) for at least 36 months.

The approval authority shall inform the Commission and the other Member States that it has issued such a provisional EU type-approval without delay by means of a file containing the information referred to in paragraph 2.

The provisional nature and the limited territorial validity **of such a provisional EU type-approval** shall be apparent from the heading of the EU type-approval certificate and the heading of the certificate **statement** of conformity.

5. ~~Other~~ **Where** approval authorities may decide to accept the provisional EU type-approval referred to in paragraph 4 within their territory. ~~Where they do so, they should~~ **shall** inform the relevant approval authority and the Commission, **thereof** in writing.

6. ~~Where appropriate, the authorisation by the Commission referred to in paragraph 3 shall also specify whether it is subject to any restrictions. In all cases, the type-approval shall be valid for at least 36 months.~~

7. If the Commission decides to refuse the authorisation referred to in paragraph 3, the approval authority shall immediately give notice to the holder of the provisional EU type-approval referred to in paragraph 3 4, if such an provisional EU type-approval has been issued, that the provisional EU type-approval ~~will~~ shall be revoked six months after the date of the Commission's refusal.

Notwithstanding the Commission's decision to refuse the authorisation, engines manufactured in conformity with the provisional EU type-approval before it ceases to be valid may be placed on the market in any Member State that accepted the provisional EU type-approval.

8. Requirements referred to in paragraphs 4 and 5 of this Article shall be deemed to be fulfilled through upload of the relevant information to the ~~Union central administrative platform referred to in Article 42 IMI~~. ~~The communication documents may also take the form of a secure electronic file.~~
9. The Commission shall be empowered to adopt by means of implementing acts the authorisation referred to in paragraph 3 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 54(2).
10. The Commission shall be empowered to adopt by means of implementing acts the harmonised templates for the EU type-approval certificate and the ~~certificate~~ statement of conformity referred to in paragraph 4 of this Article, including ~~its~~ their mandatory essential information. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 54(2) by [31 December 2016].

Subsequent adaptation of delegated and implementing acts

1. Where the Commission authorises the granting of an exemption pursuant to Article 33, it shall immediately take the necessary steps to adapt the delegated or implementing acts concerned to technological developments.

Where the exemption authorised ~~under the terms of~~ **pursuant to** Article 33 relates to a matter that is ~~defined~~ **regulated** in a UNECE regulation, the Commission shall propose an amendment to the relevant UNECE regulation in accordance with the procedure applicable under the Revised 1958 Agreement.

2. As soon as the relevant **delegated or implementing** acts **referred to in paragraph 1** have been amended, any restriction imposed by the Commission decision authorising the exemption shall be lifted.

If the necessary steps to adapt the delegated or implementing acts have not been taken, the Commission may, at the request of the Member State which granted the **EU type**-approval, authorise the Member State to extend the **EU** type-approval by means of a decision in the form of an implementing act, adopted in accordance with the examination procedure referred to in Article 54(2).

CHAPTER IX

PLACING ON THE MARKET PRODUCTION REPORTING AND VERIFICATION

Article 35

Reporting Specific obligations for of manufacturers with regard to production reporting

- 1.** A manufacturer shall ~~send~~ **submit** to the approval authority which granted the EU type-approval, ~~within 45 days after the end of each calendar year, and without delay after each application date when the requirements of this Regulation change, and immediately following any additional date that the authority may stipulate,~~ a list containing the ~~range of identification numbers~~ **of engines** for each engine type **and subcategory** produced in accordance with ~~the requirements of this Regulation and in conformity with the EU type-approval since the latest reporting was made, or since the requirements of this Regulation were first applicable.~~

That list shall be submitted:

- (a) within 45 days after the end of each calendar year;**
 - (b) immediately after each of the dates for placing on the market of engines referred to in Annex III; and**
 - (c) by any date that the approval authority may stipulate.**
- 2.** Where this is not identified by the engine coding system, the list referred to in ~~the first subparagraph 1~~ **must shall** specify correlations of the identification numbers to the corresponding engine types or engine families and to the EU type-approval numbers.
 - 3.** The list referred to in ~~the first subparagraph 1~~ shall also indicate clearly any case where the manufacturer ceases to produce an approved engine type or engine family.

4. The manufacturer shall retain ~~a copy~~^{ies} of the lists referred to in paragraph 1 for a minimum period of 20 years after the end of validity of the EU type-approval concerned.
5. The Commission shall be empowered to adopt by means of implementing acts the format of the list referred to in paragraph 1 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 54(2) by [31 December 2016].

Article 36

Verification measures

1. The approval authority of a Member State granting an EU type-approval shall take the necessary measures in relation to that EU type-approval to verify, where appropriate in cooperation with the approval authorities of the other Member States, the identification numbers of those engines produced in conformity with ~~the requirements of this Regulation.~~
2. An additional verification of the identification numbers may ~~take place~~ **be carried out** in conjunction with the control of conformity of production as described in Article 25.
3. With regard to the verification of the identification numbers, the manufacturer or the manufacturer's ~~agents~~ **representatives** established in the Union shall without delay ~~give~~ **provide, upon** request, to the responsible approval authority all the information needed ~~related~~^{ing} to the manufacturer's purchasers together with the identification numbers of the engines reported as produced in accordance with Article 35. Where engines are ~~sold~~ **made available** to ~~an~~ manufacturer **OEM** of machinery, further information is **shall** not **be** required.
4. If, ~~at the~~ **further to** a request of the approval authority, the manufacturer is not able to verify the ~~engine~~ **statutory** marking requirements ~~specified in Article 31,~~ **the approval authority may withdraw** the EU type-approval granted in respect of the corresponding engine type or **engine** family ~~pursuant to this Regulation may be withdrawn.~~ The information procedure shall be carried out as set out in Article ~~36~~ **37**(4).

CHAPTER X

SAFEGUARD CLAUSES

Article 37

Engines not in conformity with the approved type

1. Where engines **bearing a statutory marking and, where applicable**, accompanied by a ~~certificate~~ **statement** of conformity ~~or bearing an approval mark~~ do not conform to the approved type or family, the approval authority which granted the EU type-approval shall take the necessary measures, including the withdrawal of EU type-approval where the action taken by the manufacturer is inadequate, to ensure that engines in production are brought into conformity with the approved type or family.

The **relevant** approval authorities ~~of that Member State~~ shall ~~advise~~ **inform** ~~those~~ **the** **approval authorities** of the other Member States of the measures taken.

2. For the purposes of paragraph 1, deviations from the particulars set out in the EU type-approval certificate or in the information package, where these deviations have not been authorized in accordance with ~~the provisions of~~ Chapter VI, shall be deemed to constitute failure to conform to the approved type or family.
3. If an approval authority finds that engines accompanied by a ~~certificate~~ **statement** of conformity, **if applicable**, or bearing an approval mark issued in another Member State do not conform to the approved type or family, it may ask the approval authority which granted the EU type-approval to verify that engines in production continue to conform to the approved type or family. On receipt of such a request, the approval authority which granted the EU type-approval shall take the requisite action as soon as possible, and at the latest within three months of the date of the request.

4. The approval authorities of the Member States shall inform each other within one month of any withdrawal of EU type-approval and of the reasons for such measure.
5. If the approval authority that granted the EU type-approval disputes the non-conformity notified to it, the Member States concerned shall endeavour to settle the dispute. The Commission shall be kept informed and, where necessary, shall hold appropriate consultations with a view to reaching a settlement.

Article 38

Recall of engines

1. Where a manufacturer ~~which~~ **who** has been granted an EU type-approval is obliged, ~~in accordance with~~ **as a result of the application of** Article 20(1) of Regulation (EC) No 765/2008, to recall engines placed on the market, whether installed or not in **non-road mobile** machinery, due to the fact that the engines represent a serious ~~infringement of this Regulation~~ **risk** with regard to the protection of the environment, that manufacturer shall immediately inform the approval authority that granted the EU ~~engine~~ type-approval.
2. The manufacturer shall propose to ~~the~~ **that** approval authority a set of appropriate remedies to neutralise the serious ~~infringement~~ **risk** referred to in paragraph 1. The approval authority shall communicate the proposed remedies to the approval authorities of the other Member States **and to the Commission** without delay.

The approval authorities shall ensure that the remedies are effectively implemented in their respective Member States.

3. If the **approval authority considers the** remedies ~~are considered~~ to be insufficient or not implemented quickly enough ~~by the approval authority concerned~~, it shall inform **without delay** the approval authority that granted the EU type-approval **to the manufacturer** ~~without delay~~.

~~The approval authority that granted the EU type-approval shall then inform the manufacturer.~~
If the manufacturer does not then **subsequently** propose and implement effective corrective measures, the approval authority which granted the EU type-approval shall take all protective measures required, including the withdrawal of the EU type-approval.

In the case of withdrawal of the EU type-approval, the approval authority shall within one month of ~~such~~ **that** withdrawal notify the manufacturer, the approval authorities of the other Member States and the Commission **thereof** by registered letter or equivalent electronic means.

Article 39

Notification of decisions and remedies available

1. ~~All~~ **Any** decisions
 - (a)** taken pursuant to this Regulation;
 - (b)** ~~and all decisions~~ refusing or withdrawing **an** EU type-approval;
 - (c)** prohibiting, ~~or~~ restricting **or impeding** the placing on the market of an engine; ~~or~~
 - (d)** requiring ~~withdrawal~~ **the recall** of an engine from the market; **or**
 - (e)** **prohibiting, restricting or impeding the placing on the market of a non-road mobile machinery in which is installed an engine falling within the scope of this Regulation,**

shall state ~~in detail~~ the reasons on which ~~they are~~ **it is** based.

2. **The approval authorities shall:**

(a) ~~notify~~ **notify** ~~Any such decision shall be notified referred to in paragraph 1 to the party concerned;~~

(b) ~~who shall, at the same time, be informed~~ **inform the party concerned** of the remedies available to it under the laws in force in the Member State concerned and of the time limits ~~allowed for the exercise of such~~ **related to those** remedies.

CHAPTER XI

INTERNATIONAL REGULATIONS AND PROVISION OF TECHNICAL INFORMATION

Article 40

Acceptance of equivalent engine type-approvals

1. The Union may acknowledge, in the framework of multilateral or bilateral agreements between the Union and third countries, the equivalence between the conditions and provisions for **EU** type-approval of engines established by this Regulation and the procedures established by international regulations or regulations of third countries.
2. Type-approvals granted and ~~approval~~ **statutory** markings in conformity with UNECE regulations or amendments thereto which the Union has voted in favour of or to which the Union has acceded as set out in the delegated act referred to in **point (a) of** paragraph 4(a) shall be recognised as equivalent to **EU** type-approvals granted and ~~approval~~ **statutory** marking in accordance with this Regulation.

3. ~~EU T~~type-approvals granted in conformity with Union acts as set out in the delegated act referred to in **point (b) of** paragraph 4(~~b~~) shall be recognised as equivalent to **EU** type-approvals granted in accordance with this Regulation.
4. The Commission shall be empowered to adopt delegated acts in accordance with Article 55 setting out:
 - (a) the list of UNECE regulations or amendments thereto, **including any requirements set out therein which relate to their application**, which the Union has voted in favour of or to which the Union has acceded which ~~shall~~ **are to** apply to EU type-approval of engines ~~types~~ and engine families to be installed in non-road mobile machinery;
 - (b) the list of Union acts granting **EU** type-approvals, **including any requirements set out therein which relate to their application**.

Those delegated acts shall be adopted by [31 December 2016].

Article 41

Information intended for OEMs and end-users

1. A manufacturer may not supply to OEMs or end-users any technical information related to the particulars provided for in this Regulation which diverges from the particulars approved by the approval authority.
2. The manufacturer shall make available to OEMs all relevant information and instructions that are necessary for the correct installation of the engine into the **non-road mobile** machinery, including a description of any special conditions or restrictions linked to the installation or use of an engine.
3. Manufacturers shall make available to OEMs all relevant information and necessary instructions intended for the end-user, notably describing any special conditions or restrictions linked to the use of an engine.

4. Notwithstanding ~~the requirements in~~ paragraph 3, manufacturers shall make available to OEMs the value of the carbon dioxide (CO₂) emissions determined during the EU type-approval process and instruct the OEMs to communicate ~~this~~ **that** information, **together with explanatory information on the test conditions**, to the end-user of the **non-road mobile** machinery where the engine is intended to be installed.
5. The Commission shall be empowered to adopt delegated acts in accordance with Article 55 setting out the details of the information and instructions referred to in paragraphs 2, 3 and 4 **of this Article**. Those delegated acts shall be adopted by [31 December 2016].

Article 42

Union central administrative platform and database

Electronic exchange of data and information

1. ~~The Commission shall set up a Union central administrative digital platform for the exchange of data and information related to EU type-approvals in electronic format. The platform shall be used for t~~The exchange of data and information **related to EU type-approvals** between the approval **national** authorities, or between the approval **national** authorities and the Commission, ~~which takes place in the framework of this Regulation~~ **shall take place in electronic format via IMI**.
2. ~~The Union central administrative digital platform shall also comprise a database where a~~Any information of relevance in respect of EU type-approvals granted in accordance with this Regulation shall be centrally gathered and made accessible to the approval authorities and to the Commission **via IMI**. ~~The database shall connect national databases to the Union central database, where agreed with the Member States concerned.~~

3. Subsequent to the implementation of paragraphs 1 and 2, the Commission shall extend the Union central administrative digital platform with modules which **IMI** shall **also** allow for:
- (a) the exchange of data and information referred to in this Regulation between, **on the one hand,** manufacturers, **or** technical services; **and, on the other hand,** approval **national** authorities **and or** the Commission;
 - (b) public access to certain information and data related to the results of type-approvals and in-service conformity tests;
 - (c) **where appropriate and technically and economically feasible, facilities for automatic transfer of data between existing national databases and IMI, in agreement with the Member States concerned.**

Such use of IMI shall be optional.

4. The Commission shall be empowered to adopt by means of implementing acts the detailed technical requirements and procedures necessary for **the interconnection of IMI with existing national databases** ~~setting up the Union central administrative platform and database referred to in this Article.~~ Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 54(2) by [31 December 2016].

CHAPTER XII

DESIGNATION AND NOTIFICATION OF TECHNICAL SERVICES

Article 43

Requirements relating to technical services

1. ~~Designating a~~ Approval authorities shall ensure before they only designate a technical service pursuant to Article 45 that ~~the technical service meets~~ fulfills the requirements laid down in paragraphs 2 to 9 of this Article.
2. ~~Without prejudice to Article 46(1), a~~ A technical service shall be established under the national law of a Member State and have legal personality.
3. ~~A~~ The technical service shall be a third-party body independent of the process of design, manufacturing, supply or maintenance of the engine it assesses.

A body belonging to a business association or professional federation representing undertakings involved in the design, manufacturing, provision, assembly, installation, use or maintenance of engines which it assesses, tests or inspects may, on condition that its independence and the absence of any conflict of interest are demonstrated, be considered as fulfilling the requirements of the first subparagraph.

4. Neither the technical service, nor its top-level management nor the personnel responsible for carrying out the categories of activities for which they are designated in accordance with Article 45(1) shall be the designer, manufacturer, supplier, **installer** or maintainer of the engines which they assess, nor represent parties engaged in those activities. This shall not preclude the use of assessed engines referred to in paragraph 3 of this Article that are necessary for the operation of the technical service or the use of such engines for personal purposes.

~~4.~~ **The** technical service shall ensure that the activities of its subsidiaries or subcontractors do not affect the confidentiality, objectivity or impartiality of the categories of activities for which it has been designated.

5. ~~4.~~ **The** technical service ~~and its personnel~~ shall carry out the categories of activities for which it has been designated with the highest degree of professional integrity and the requisite technical competence in the specific field and **its personnel** shall be free from all pressures and inducements, particularly financial, which might influence ~~its~~ **their** judgment or the results of ~~its~~ **their** assessment activities, especially such pressures or inducements emanating from persons or groups of persons with an interest in the results of those activities.

6. ~~4.~~ **The** technical service shall demonstrate **to its designating approval authority** that it is capable of carrying out all the categories of activities for which it has been designated in accordance with Article 45(1), by ~~demonstrating to the satisfaction of its designating approval authority~~ **ensuring** that it has:

- (a) personnel with appropriate skills and specific technical knowledge and vocational training as well as sufficient and appropriate experience to perform the task;
- (b) descriptions of the procedures relevant to the categories of activities for which it is seeking to be designated, so ensuring the transparency and reproducibility of those procedures;

- (c) procedures for the performance of the categories of activities for which it is seeking to be designated, which take due account of the degree of complexity of the technology of the engine in question, and of whether the engine is manufactured ~~in~~ **pursuant to** a mass or serial production process; and
- (d) the means necessary to perform in an appropriate manner the tasks connected with the categories of activities for which it is seeking to be designated and that it has access to all the necessary equipment or facilities.

~~In addition, it shall demonstrate to the designating approval authority its compliance with the standards laid down in the delegated acts adopted pursuant to Article 46 which are relevant to the categories of activities for which it is designated.~~

- 7. The impartiality of the technical services, ~~their~~ **its** top-level management and the assessment personnel shall be guaranteed. They shall not engage in any activity that might conflict with their independence of judgment or integrity in relation to the categories of activities for which they are designated.
- 8. Technical services shall take out liability insurance related to their activities unless liability is assumed by the Member State in accordance with national law, or the Member State itself is directly responsible for the **conformity** assessment.
- 9. The personnel of a technical service shall observe professional secrecy with regard to all information obtained in carrying out their tasks under this Regulation or any provision of national law giving effect to it, except in relation to the designating approval authority or where required by Union or national law. Proprietary rights shall be protected.

Subsidiaries of and subcontracting by technical services

1. Technical services may subcontract some of their activities for which they have been designated in accordance with Article 45(1) or have those activities carried out by a subsidiary only with the agreement of their designating approval authority.
2. ~~Where a technical service subcontracts specific tasks connected with the categories of activities for which it has been designated, or has recourse to a subsidiary, it~~ **In such cases, the technical service** shall ensure that the subcontractor or the subsidiary meet the requirements in Article 43 and shall inform the designating approval authority accordingly.
3. Technical services shall take full responsibility for the tasks performed by any of their subcontractors or subsidiaries, wherever these are established.
4. Technical services shall keep at the disposal of the designating approval authority the relevant documents concerning the assessment of the qualifications of the subcontractor or the subsidiary and the tasks performed by them.

Designation of technical services

1. **Approval authorities shall designate** ~~Technical services shall be designated~~ for one or more of the following categories of activities, depending on their field of competence:
 - (a) category A: technical services which carry out in their own facilities the tests referred to in this Regulation;
 - (b) category B: technical services which supervise the tests referred to in this Regulation, where such tests are performed in the manufacturer's facilities or in the facilities of a third party;

- (c) category C: technical services which assess and monitor on a regular basis the manufacturer's procedures for controlling conformity of production;
 - (d) category D: technical services which supervise or perform tests or inspections for the surveillance of conformity of production.
2. An approval authority may be designated as a technical service for one or more of the **categories of** activities referred to in paragraph 1.
3. Technical services of a third country, other than those designated in accordance with **this** Article ~~45~~, may be notified for the purposes of Article 49, but only if such an acceptance of technical services is provided for by a bilateral agreement between the Union and the third country concerned. This shall not prevent a technical service established under the national law of a Member State in accordance with Article 43(2) from establishing subsidiaries in third countries, provided that the subsidiaries are directly managed and controlled by the designated technical service.

Article 46

~~Accredited in-house technical services of the manufacturer~~

- ~~1. An accredited in-house technical service of a manufacturer may be designated only for category A activities with regard to technical requirements for which self testing is allowed by a delegated act adopted pursuant to this Regulation. That technical service shall constitute a separate and distinct part of the undertaking and shall not be involved in the design, manufacturing, supply or maintenance of the engines it assesses.~~
2. An accredited in-house technical service shall meet the following requirements:
- ~~(a) in addition to being designated by the approval authority of a Member State it shall be accredited by a national accreditation body as defined in point 11 of Article 2 of Regulation (EC) No 765/2008 and in accordance with the standards and procedure referred to in Article 47 of this Regulation;~~

- (b) ~~the accredited in-house technical service and its personnel shall be organisationally identifiable and have reporting methods within the undertaking of which they form part which ensure their impartiality and demonstrate it to the relevant national accreditation body;~~
- (c) ~~neither the accredited in-house technical service nor its personnel shall engage in any activity that might conflict with their independence of judgment or integrity in relation to the categories of activities for which they have been designated;~~
- (d) ~~the accredited in-house technical service shall supply its services exclusively to the undertaking of which it forms part.~~

3. ~~An accredited in-house technical service need not be notified to the Commission for the purposes of Article 49, but information concerning its accreditation shall be given by the undertaking of which it forms part or by the national accreditation body to the designating approval authority at the request of that authority.~~

4. ~~The Commission shall be empowered to adopt delegated acts in accordance with Article 55 laying down the technical requirements for which self testing is allowed, as referred to in paragraph 1. Those delegated acts shall be adopted by [31 December 2016].~~

Procedures for performance standards and assessment of technical services

~~In order to ensure that technical services meet the same high level of performance standards in all Member States,~~ ~~the~~ The Commission shall be empowered to adopt ~~delegated~~ acts in accordance with Article 55 concerning:

- (a) the standards with which the technical services have to comply; and
- (b) the procedure for their assessment **of the technical services** in accordance with Article 48 ~~and their accreditation in accordance with Article 46.~~

Assessment of the skills of the technical services

1. The designating approval authority shall draw up an assessment report demonstrating that the candidate technical service has been assessed for its compliance with ~~the requirements of this Regulation~~ and the delegated acts adopted pursuant to this Regulation. That report may include a certificate of accreditation issued by an accreditation body.
2. The assessment on which the report referred to in paragraph 1 **of this Article** is based shall be conducted in accordance with the provisions laid down in a delegated act adopted pursuant to Article 55. The assessment report shall be reviewed at least every three years.

3. The assessment report shall be communicated to the Commission upon request. In such cases, where the assessment is not based on an accreditation certificate issued by a national accreditation body attesting that the technical service fulfils the requirements of this Regulation, the designating approval authority shall provide the Commission with documentary evidence which attests the technical service's competence and the arrangements in place to ensure that the technical service is monitored regularly by the designating approval authority and satisfies the requirements of this Regulation and the delegated acts adopted pursuant to it this Regulation.
4. An approval authority that intends to be designated as a technical service in accordance with Article 45(2) shall document compliance through an assessment conducted by auditors independent of the activity being assessed. Such auditors may be from the same organisation provided that they are managed separately from personnel undertaking the assessed activity.
5. ~~An accredited in-house technical service shall comply with the relevant provisions of this Article.~~

Article 49

Procedures for notification of technical services

1. **With respect to each technical service that they have designated,** Member States shall notify to the Commission:
 - (a)** the name;**;**
 - (b)** the address, including electronic address;**;**
 - (c)** the responsible persons; **and**
 - (d)** the category of activities; **and**
 - (e)** ~~with respect to each technical service that they have designated, as well as any subsequent modifications to those designations~~ **or changes related to a designation referred to in Article 45.**

2. A technical service may conduct the activities referred to in Article 45(1) on behalf of the designating approval authority responsible for the EU type-approval only if it has been notified beforehand to the Commission in accordance with paragraph 1 of this Article.
3. The same technical service may be designated by several designating approval authorities and notified by the Member States of these designating approval authorities irrespective of the category or categories of activities it will conduct in accordance with Article 45(1).
- ~~4. The Commission shall be notified of any subsequent relevant changes to the designation.~~
5. Where a specific organisation or competent body carrying out an activity not included ~~in those referred to~~ in Article 45(1); needs to be designated in application of a delegated act, the notification shall be made in accordance with this Article.
6. The Commission shall publish ~~on its website~~ a list and details of the technical services notified in accordance with this Article **on its website**.

Article 50

Changes to designations

1. Where a designating approval authority has ascertained or has been informed that a technical service designated by it no longer meets the requirements laid down in this Regulation, or that it is failing to fulfil its obligations, the designating approval authority shall restrict, suspend or withdraw the designation as appropriate, depending on the seriousness of the failure to meet those requirements or fulfil those obligations. The Member State that has notified this technical service shall immediately inform the Commission accordingly. The Commission shall modify the published information referred to in Article 49(6) accordingly.

2. In the event of restriction, suspension or withdrawal of the designation **referred to in paragraph 1**, or where the technical service has ceased its activity, the designating approval authority shall take appropriate steps to ensure that the files of that technical service are either processed by another technical service or kept available for the designating approval authority or for the market surveillance authorities at their request.

Article 51

Challenge to the competence of technical services

1. The Commission shall investigate all cases where it has doubts, or **where** doubt is brought to its attention, regarding the competence of a technical service or the continued fulfilment by a technical service of the requirements and responsibilities to which it is subject.
2. The Member State of the designating approval authority shall provide the Commission, on request, with all information relating to the basis for the designation or the maintenance of the designation of the technical service concerned.
3. The Commission shall ensure that all sensitive information obtained in the course of its investigations is treated confidentially.
4. Where the Commission ascertains that a technical service does not meet or no longer meets the requirements for its designation, it shall inform the Member State of the designating approval authority accordingly, with a view to establishing, in cooperation with that Member State, the corrective measures necessary, and shall request that Member State to take those corrective measures, including the withdrawal of the designation if necessary.

Operational obligations of technical services

1. Technical services shall carry out the categories of activities for which they have been designated on behalf of the designating approval authority and in accordance with the assessment and test procedures provided for in this Regulation and its delegated acts.

Technical services shall supervise or shall themselves carry out the tests required for **EU type-**approval or inspections as set out in this Regulation or in one of its delegated acts, except where alternative procedures are permitted. The technical services shall not conduct tests, assessments or inspections for which they have not been duly designated by their approval authority.

2. Technical services shall at all times:
 - (a) allow their designating approval authority to witness the technical service during the **conformity** assessment as appropriate; and
 - (b) without prejudice to Article 43(9) and Article 53, provide their designating approval authority with such information on their categories of activities falling ~~under~~ **within** the scope of this Regulation as may be requested.
3. Where a technical service finds that requirements laid down in this Regulation have not been met by a manufacturer, it shall report ~~this~~ **that fact** to the designating approval authority ~~with a view to the designating approval authority requiring~~ **that shall require** the manufacturer to take appropriate corrective measures.

The designating approval authority shall not issue ~~and subsequently not issuing~~ an EU type-approval certificate ~~unless~~ **until the manufacturer has taken** the appropriate corrective measures ~~have been taken~~ to the satisfaction of the **that** approval authority.

4. Where, in the course of monitoring conformity of production following the issue of an EU type-approval certificate, a technical service acting on behalf of the designating approval authority finds that an engine no longer complies with this Regulation, it shall report this to the designating approval authority. The approval authority shall take the appropriate measures as provided for in Article 25.

Article 53

Information obligations of technical services

1. Technical services shall inform their designating approval authority of ~~the following~~ **any**:
 - (a) ~~any~~ non-conformity encountered which might require a refusal, restriction, suspension or withdrawal of an EU type-approval certificate;
 - (b) ~~any~~ circumstances affecting the scope of or conditions for their designation;
 - (c) ~~any~~ request for information which they have received from market surveillance authorities regarding their activities.
2. On request from their designating approval authority, technical services shall provide information on the activities within the scope of their designation and on any other activity performed, including cross-border activities and subcontracting.

CHAPTER XIII

IMPLEMENTING ACTS AND DELEGATED ACTS

Article 54

Committee procedure

1. The Commission shall be assisted by the ‘Technical Committee – Motor Vehicles’ (TCMV) established ~~in~~ **by** Article 40(1) of Directive 2007/46/EC ~~of the European Parliament and of the Council~~. That committee is **shall be** a committee within the meaning of Regulation (EU) No 182/2011.
2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.
3. **Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.**

Article 55

Exercise of the delegation

1. The power to adopt the delegated acts is conferred on the Commission subject to the conditions laid down in this Article.
2. The power to adopt delegated acts referred to in ~~Article 3, Article 17(5), Article 18(2), Article 23(11), Article 24(4), Article 25(6), Article 31(5), Article 32(5), Article 40(4), Article 41(5), Article 46(4) and Article 47~~ shall be conferred on the Commission for a period of five years **as** from ...^{*} ~~[insert date: entry into force]~~.

^{*} **OJ: please insert date of entry into force of this Regulation**

3. The delegation of power referred to in ~~Article 3, Article 17(5), Article 18(2), Article 23(11), Article 24(4), Article 25(6), Article 31(5), Article 32(5), Article 40(4), Article 41(5), Article 46(4)~~ and Article 47 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the *Official Journal of the European Union* or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.
4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.
5. A delegated act adopted pursuant to ~~Article 3, Article 17(5), Article 18(2), Article 23(11), Article 24(4), Article 25(6), Article 31(5), Article 32(5), Article 40(4), Article 41(5), Article 46(4)~~ and Article 47 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

CHAPTER XIV

FINAL PROVISIONS

Article 56

Penalties

1. Member States shall provide for penalties for infringement of this Regulation by economic operators or OEMs. ~~They shall take all measures necessary to ensure that the penalties are implemented.~~ The penalties provided for shall be effective, proportionate and dissuasive. Member States shall notify those provisions to the Commission by ...^{*} ~~[insert date: 2 years after entry into force]~~ and shall notify the Commission without delay of any subsequent amendment affecting them.

Member States shall take all measures necessary to ensure that the penalties are implemented.

2. The types of infringements which are subject to a penalty shall include:
 - (a) making false declarations, notably during **EU type-**approval procedures, procedures leading to a recall or procedures related to exemptions;
 - (b) falsifying test results for EU type-approval or **monitoring of** in-service **engines** ~~conformity~~;
 - (c) withholding data or technical specifications which could lead to recall, refusal or withdrawal of EU type-approval;
 - (d) use of defeat strategies;

^{*} **OJ: please insert date (2 years after entry into force of this Regulation)**

- (e) refusal to provide access to information;
- (f) placing on the market engines subject to **EU type-**approval without such **EU type-**approval or falsifying documents or **statutory** markings with that intention;
- (g) placing on the market transition engines and **non-road mobile** machinery in which ~~these~~ **such** engines are installed in violation of the exemption provisions;
- (h) being in violation of the engine restrictions ~~of use~~ set out in Article **33(3) and (4)**;
- (i) ~~modifying~~ placing on the market an engine **modified in such a way** so that the engine is no longer in conformity with the specifications of its **EU** type-approval;
- (j) installing an engine in **non-road mobile** machinery for use other than the exclusive use provided for in Article 4;
- (k) placing on the market an engine under Article 32(4) for use in ~~an application a~~ **machinery** other than that foreseen in that Article- ;
- (l) **placing on the market non-road mobile machinery in which are installed engines subject to EU type-approval under this Regulation, without such approval.**

Article 57

Transitional provisions

1. Without prejudice to ~~the provisions in~~ Chapters II and III, this Regulation shall not invalidate, before the dates for placing on the market of engines referred to **set out** in Annex III, any EU type-approval **and exemption**.
2. Approval authorities may continue to grant type-approvals **or exemptions** in accordance with the relevant legislation applicable on ~~...~~^{*} ~~the date of entry into force of this Regulation~~ until the mandatory dates for the EU type-approval of engines referred to **set out** in Annex III.

^{*} **OJ: please insert date of the day before the entry into force of this Regulation**

3. By way of derogation from this Regulation, engines which have already received an EU type-approval pursuant to the relevant legislation applicable on ~~...~~^{*} ~~the date of entry into force of this Regulation~~, or which meet the requirements set out by the Central Commission for the Navigation of the Rhine (CCNR) and adopted as CCNR Stage II, in the framework of the ~~Mannheim~~ **Revised** Convention for ~~the navigation of the Rhine~~ **Navigation**, may continue to be placed on the market until the dates for placing on the market of engines referred to **set out** in Annex III.

In such a case, national authorities shall not prohibit, restrict or impede the placing on the market of engines complying with the approved type.

4. Engines which ~~on...~~^{*} ~~were~~ **did** not subject to type-approval at Union level on ~~...~~^{*} ~~the date of entry into force of this Regulation~~ **fall within the scope of Directive 97/68/EC** may continue to be placed on the market on the basis of the national rules in force, if any, until the dates for placing on the market of engines referred to **set out** in Annex III.
5. Without prejudice to Articles 5(3) and **Article** 17(2), transition engines and, where applicable, the **non-road mobile** machinery in which those transition engines are installed may continue to be placed on the market during the transition period on **the** condition that the machinery in which the transition engine is installed has a production date prior to 1-year **18 months** after the start of the transition period.

For engines of ~~the~~ category NRE, Member States shall authorise an extension of the transition period and the ~~12~~ **18**-months period referred to in the first sub-paragraph by an additional 12 months for OEM's with a total yearly production of fewer than ~~50~~ **100** units of non-road mobile machinery equipped with **internal** combustion engines. For the purposes of the calculation of the total yearly production referred to in this paragraph, all OEM's under the control of the same natural or legal person shall be considered to be a single OEM.

For engines of category NRE used in mobile cranes, the transition period and the 18-month period referred to in the first subparagraph shall be extended by 24 months.

^{*} ***OJ: please insert date of the day before the entry into force of this Regulation***

6. Subject to the provisions set out in paragraph 5 **of this Article**, transition engines conforming to engine types or engine families whose EU type-approval is no longer valid pursuant to Article 29(2) (a) may be placed on the market, provided these transition engines were **shall meet at least one of the following requirements**:
- (a) **conform to engine types or engine families whose EU type-approval is no longer valid pursuant to point (a) of Article 29(2); and are, at the time of the engines' production dates,** covered by a valid EU type-approval at the time of their production **that is in compliance with the latest applicable emission limits defined in the relevant legislation applicable on...*;** and had not been placed on the market before that EU type-approval expired, or
 - (b) **not regulated at Union level on ...* the date of entry into force of this Regulation belonging to a power band that was not subject to pollutant emission type-approval at Union level on...*; or**
 - (c) **are used or intended for use in an application that was not subject to pollutant emission related type-approval at Union level on ...*.**
7. Paragraph 6 shall only apply for a period of **The period for placing transition engines on the market shall be limited to:**
- (a) ~~18~~ **24** months from the date for placing on the market of engines set out in Annex III, in the case set out in the first subparagraph of paragraph 5;
 - (b) ~~30~~ **36** months from the date for placing on the market of engines set out in Annex III, in the case set out in the second subparagraph of paragraph 5.
8. Manufacturers shall ensure that transition engines ~~bear a marking indicating the engine production date~~ **placed on the market during the transition period comply with the marking set out in point (a) of Article 31(2).** This information may be affixed to or marked on the engine's statutory plate.

* **OJ: please insert date of the day before the entry into force of this Regulation**

~~9. Notwithstanding Article 5(3) and Article 17(2) and for a period not longer than 10 years from the applicable dates for placing on the market of Stage V engines set out in Annex III, Member States shall permit the placing on the market of replacement engines provided these meet the following requirements:~~

~~(a) Engines that correspond to category NRE, NRG or NRS that comply with the emission limits that the engine to be replaced had to meet when originally placed on the Union market or comply with more stringent emission limits; and~~

~~(b) Engines that had received EU type approval for an emission stage that expired not more than 10 years ago, where the engine to be replaced belongs to an engine category and power range that was subject to type approval at Union level on ...^{*}~~

~~10. Notwithstanding Articles 5(3) and 17(2) and for a period not exceeding 10 years from the applicable date for placing on the market of Stage V engines set out in Annex III, Member States may authorise the placing on the market of engines of category RLL with a maximum net power greater than 2000 kW that do not comply with the emission limits set out in Annex II, to be installed in locomotives which only run on a technically isolated 1520 mm railway network. During that period the engines placed on the market shall comply at least with the emission limits that engines had to meet for being placed on the market on 31 December 2011.~~

~~11. Manufacturers shall ensure that replacement engines comply with the marking set out in point (b) of Article 31(2).~~

^{*} ~~*OJ: please insert date of the day before the entry into force of this Regulation*~~

Report

1. By 31 December 2021, Member States shall inform the Commission of the application of the EU type-approval procedures laid down in this Regulation.
2. **By 31 December 2022,** ~~On~~ on the basis of the information supplied under paragraph 1, the Commission shall ~~present~~ **submit** a report to the European Parliament and the Council on the application of this Regulation ~~by 31 December 2022.~~

Review

1. By 31 December 2020, the Commission shall submit a report to the European Parliament and to the Council regarding:
 - (a) the assessment of further pollutant emission reduction potential, on the basis of available technologies and cost/benefit analysis; **in particular, for engines of categories IWP and IWA, the assessment of the technological and economical feasibility of a further reduction of:**
 - **the emission limit value for the particle number (PN),**
 - **the A-factor for fully and partially gaseous-fuelled engines in the framework of a climate-neutral operation compared to diesel fuelled engines;**
 - (b) the identification of potentially relevant pollutant types that do not ~~currently~~ fall within the scope of this Regulation.
2. By 31 December 2025, the Commission shall submit a report to the European Parliament and to the Council regarding:
 - (a) the use of the exemption clauses provided for in Article 32(3) and (4);
 - (b) the monitoring of results of the emission tests set out in Article 18 and the conclusions thereof; **the report shall also evaluate the feasibility of introducing tests for particulate emissions.**

3. The reports referred to in paragraphs 1 and 2 shall:
- (a) be based on a consultation of the relevant stakeholders;
 - (b) ~~and shall~~ take into account existing related European EU and international standards;
and
 - (c) ~~It shall~~ be accompanied, where appropriate, by legislative proposals.

Article 59a

Amendment to Directive 97/68/EC

In Article 9(4a) of Directive 97/68/EC the following subparagraphs are added:

"By way of derogation, Member States may authorise, on request by an OEM, the permission to place on the market engines that meet Stage IIIA emission limit values, under the condition that those engines are intended for installation in a non-road mobile machinery to be used in potentially explosive atmospheres, as defined in Directive 2014/34/EU of the European Parliament and the Council²¹.

Manufacturers shall provide the approval authority with due evidence that the engines are exclusively installed in non-road mobile machinery certified as meeting those requirements. A label bearing the text 'Engine for restricted use in machinery manufactured by', followed by the name of the OEM and the unique reference of the associated derogation shall be affixed to any such engines, next to the engine statutory marking set out in section 3 of Annex I."

²¹ Directive 2014/34/EU of the European Parliament and of the Council of 26 February 2014 on the harmonisation of the laws of the Member States relating to equipment and protective systems intended for use in potentially explosive atmospheres (OJ L 96, 29.3.2014, p. 309)

Article 59b

Amendment to Regulation (EU) No 1024/2012

In the Annex to Regulation (EU) No 1024/2012, the following point is added:

"6. Regulation (EU) No ...^{*} of the European Parliament and of the Council of ...^{**} on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery, amending and repealing Directive 97/68/EC and amending Regulation (EU) No 1024/2012 : Article 42."

Article 60

Repeal

1. Without prejudice to paragraphs 1 to 4 of Article 57 (1) to (4) of this Regulation, Directive 97/68/EC is repealed with effect from [1 January 2017].
2. References to the repealed Directive shall be construed as references to this Regulation.

^{*} *OJ: Please insert the reference for this Regulation*

^{**} *OJ: Please insert publication reference for this Regulation*

Entry into force and application

1. This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.
2. It shall apply from 1 January 2017, **with the exception of Article 59a which shall apply from ...* .**

From ~~...~~^{*} the date referred to in paragraph 1, national **approval** authorities shall not refuse a ~~manufacturer's request~~ to grant EU type-approval for a new type of engine or engine family or prohibit ~~their~~ **its** placing on the market where that engine **type** or engine family complies with the requirements set out in Chapters II, III, IV and VIII **and the delegated and implementing acts adopted pursuant to this Regulation.**

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at ~~Brussels~~,

For the European Parliament

For the Council

The President

The President

* **OJ: please insert date of entry into force of this Regulation**

ANNEX I

Definition of engine sub-categories referred to in Article 4

Table I-1: Sub-categories of engine category NRE defined in Article 4 point (1)

Category	Ignition type	Speed mode operation	Power range (kW)	Sub-category	Reference power
NRE	CI	variable	$0 < P < 8$	NRE-v-1	Maximum net power
	CI		$8 \leq P < 19$	NRE-v-2	
	CI		$19 \leq P < 37$	NRE-v-3	
	CI		$37 \leq P < 56$	NRE-v-4	
	all		$56 \leq P < 130$	NRE-v-5	
			$130 \leq P \leq 560$	NRE-v-6	
			$P > 560$	NRE-v-7	
	CI	constant	$0 < P < 8$	NRE-c-1	Rated net power
	CI		$8 \leq P < 19$	NRE-c-2	
	CI		$19 \leq P < 37$	NRE-c-3	
	CI		$37 \leq P < 56$	NRE-c-4	
	all		$56 \leq P < 130$	NRE-c-5	
			$130 \leq P \leq 560$	NRE-c-6	
			$P > 560$	NRE-c-7	

Table I-2: Sub-categories of engine category NRG defined in Article 4 point (2)

Category	Ignition type	Speed mode <u>operation</u>	Power range (kW)	Sub-category	Reference power
NRG	all	variable	P>560	NRG-v-1	Maximum net power
		constant	P>560	NRG-c-1	Rated net power

Table I-3: Sub-categories of engine category NRSh defined in Article 4 point (3)

Category	Ignition type	Speed mode <u>operation</u>	Power range (kW)	Swept volume (cm ³)	Sub-category	Reference power
NRSh	SI	variable or constant	0<P<19	SV<50	NRSh-v-1a	Maximum net power
				SV≥50	NRSh-v-1b	

Table I-4: Sub-categories of engine category NRS defined in Article 4 point (4)

Category	Ignition type	Speed mode <u>operation</u>	Power range (kW)	Swept volume (cm3)	Sub-category	Reference power	
NRS	SI	variable, rated ≥3600 rpm ; or constant	0<P<19	80≤SV<225	NRS-vr-1a	Maximum net power	
				SV≥225	NRS-vr-1b		
		variable, intermediate <3600 rpm		80≤SV<225	NRS-vi-1a		
				SV≥225	NRS-vi-1b		
		variable or constant	19≤P<30	SV≤1000	NRS-v-2a	Maximum net power	
				SV>1000	NRS-v-2b		
			30≤P<56	any	NRS-v-3	Maximum net power	

For engines <19kW with SV<80cm³ in machinery other than hand-held machinery, engines of the category NRSh shall be used.

Table I-5: Sub-categories of engine category IWP defined in Article 4 point (5)

Category	Ignition type	Speed mode operation	Power range (kW)	Sub-category	Reference power
IWP	all	variable	3719 $\leq P < 75$	IWP-v-1	Maximum net power
			$75 \leq P < 130$	IWP-v-2	
			$130 \leq P < 300$	IWP-v-3	
			$P \geq 300 \leq P < 1000$	IWP-v-4	
			$P \geq 1000$	IWP-v-5	
		constant	3719 $\leq P < 75$	IWP-c-1	Rated net power
			$75 \leq P < 130$	IWP-c-2	
			$130 \leq P < 300$	IWP-c-3	
			$P \geq 300 \leq P < 1000$	IWP-c-4	
			$P \geq 1000$	IWP-c-5	

Table I-6: Sub-categories of engine category IWA defined in Article 4 point (6)

Category	Ignition type	Speed mode operation	Power range (kW)	Sub-category	Reference power
IWA	all	variable	$560 \leq P < 1000$ $19 \leq P < 75$	IWA-v-1	Maximum net power
			$P \geq 1000$ $75 \leq P < 130$	IWA-v-2	
			$130 \leq P < 300$	IWA-v-3	
			$P \geq 300$	IWA-v-4	
		constant	$560 \leq P < 1000$ $19 \leq P < 75$	IWA-c-1	Rated net power
			$P \geq 1000$ $75 \leq P < 130$	IWA-c-2	
			$130 \leq P < 300$	IWA-c-3	
			$P \geq 300$	IWA-c-4	

Table I-7: Sub-categories of engine category RLL defined in Article 4 point (7)

Category	Ignition type	Speed mode <u>operation</u>	Power range (kW)	Sub-category	Reference power
RLL	all	variable	P>0	RLL-v-1	Maximum net power
		constant	P>0	RLL-c-1	Rated net power

Table I-8: Sub-categories of engine category RLR defined in Article 4 point (8)

Category	Ignition type	Speed mode <u>operation</u>	Power range (kW)	Sub-category	Reference power
RLR	all	variable	P>0	RLR-v-1	Maximum net power
		constant	P>0	RLR-c-1	Rated net power

Table I-9: Sub-categories of engine category SMB defined in Article 4 point (9)

Category	Ignition type	Speed mode <u>operation</u>	Power range (kW)	Sub-category	Reference power
SMB	SI	variable or constant	P>0	SMB-v-1	Maximum net power

Table I-10: Sub-categories of engine category ATS defined in Article 4 point (10)

Category	Ignition type	Speed mode <u>operation</u>	Power range (kW)	Sub-category	Reference power
ATS	SI	variable or constant	P>0	ATS-v-1	Maximum net power

Exhaust emission limits referred to in Article 17(2)

Table II-1: Stage V emission limits for engine category NRE defined in Article 4 point (1)

Emission stage	Engine sub-category	Power range	Engine ignition type	CO	HC	NOx	PM mass	PN	A
		kW		g/kWh	g/kWh	g/kWh	g/kWh	#/kWh	
Stage V	NRE-v-1 NRE-c-1	0<P<8	CI	8,00	(HC+NOx≤7,50)		0,40 ¹⁾	-	1,10
Stage V	NRE-v-2 NRE-c-2	8≤P<19	CI	6,60	(HC+NOx≤7,50)		0,40	-	1,10
Stage V	NRE-v-3 NRE-c-3	19≤P<37	CI	5,00	(HC+NOx≤4,70)		0,015	1x10 ¹²	1,10
Stage V	NRE-v-4 NRE-c-4	37≤P<56	CI	5,00	(HC+NOx≤4,70)		0,015	1x10 ¹²	1,10
Stage V	NRE-v-5 NRE-c-5	56≤P<130	all	5,00	0,19	0,40	0,015	1x10 ¹²	1,10
Stage V	NRE-v-6 NRE-c-6	130≤P≤560	all	3,50	0,19	0,40	0,015	1x10 ¹²	1,10
Stage V	NRE-v-7 NRE-c-7	P>560	all	3,50	0,19	3,50	0,045	-	6,00

¹⁾ 0,6 for hand-startable, air-cooled direct injection engines

Table II-2: Stage V emission limits for engine category NRG defined in Article 4 point (2)

Emission stage	Engine sub-category	Power range	Engine ignition type	CO	HC	NOx	PM mass	PN	A
		kW		g/kWh	g/kWh	g/kWh	g/kWh	#/kWh	
Stage V	NRG-v-1 NRG-c-1	P>560	all	3,50	0,19	0,67	0,035	-	6,00

Table II-3: Stage V emission limits for engine category NRSh defined in Article 4 point (3)

Emission stage	Engine sub-category	Power range	Engine ignition type	CO	HC + NOx
		kW		g/kWh	g/kWh
Stage V	NRSh-v-1a	0<P<19	SI	805	50
Stage V	NRSh-v-1b			603	72

Table II-4: Stage V emission limits for engine category NRS defined in Article 4 point (4)

Emission stage	Engine sub-category	Power range	Engine ignition type	CO	HC + NOx
		kW		g/kWh	g/kWh
Stage V	NRS-vr-1a NRS-vi-1a	0<P<19	SI	610	10
Stage V	NRS-vr-1b NRS-vi-1b			610	8
Stage V	NRS-v-2a	19≤P≤30		610	8
Stage V	NRS-v-2b NRS-v-3	19≤P<56		4,40*	2,70*

* Optionally, as alternative, any combination of values satisfying the equation $(HC+NO_x) \times CO^{0.784} \leq 8,57$ as well as the following conditions: $CO \leq 20,6$ g/kWh and $(HC+NO_x) \leq 2,7$ g/kWh

Table II-5: Stage V emission limits for engine category IWP defined in Article 4 point (5)

Emission stage	Engine sub-category	Power range	Engine ignition type	CO	HC	NOx	PM mass	PN	A
		kW		g/kWh	g/kWh	g/kWh	g/kWh	#/kWh	
Stage V	IWP-v-1 IWP-c-1	37 19≤P<75	all	5,00	(HC+NOx≤4,70)		0,30	-	6,00 3,00
Stage V	IWP-v-2 IWP-c-2	75≤P<130	all	5,00	(HC+NOx≤5,40)		0,14	-	6,00 3,00
Stage V	IWP-v-3 IWP-c-3	130≤P<300	all	3,50	1,00	2,10	0,11 0,10	-	6,00 3,00
Stage V	IWP-v-4 IWP-c-4	300≤P<1000 P≥300	all	3,50	0,19	1,20 1,80	0,02 0,015	1x10¹² 1x10¹⁴	6,00 3,00
Stage V	IWP-v-5 IWP-c-5	P>1000	all	3,50	0,19	0,40	0,01 0,015	1x10¹²	6,00

Table II-6: Stage V emission limits for engine category IWA defined in Article 4 point (6)

Emission stage	Engine sub-category	Power range	Engine ignition type	CO	HC	NOx	PM mass	PN	A
		kW		g/kWh	g/kWh	g/kWh	g/kWh	#/kWh	
Stage V	IWA-v-1 IWA-c-1	$560 \leq P < 1000$	all	3,50	0,19	1,20	0,02	1×10^{12}	6,00
Stage V	IWA-v-2 IWA-c-2	$P \geq 1000$	all	3,50	0,19	1,40	0,01	1×10^{12}	6,00
Stage V	IWA-v-1 IWA-c-1	$19 \leq P < 75$	all	5,00	(HC+NOx \leq 4,70)		0,30	-	3,00 6,00
Stage V	IWA-v-2 IWA-c-2	$75 \leq P < 130$	all	5,00	(HC+NOx \leq 5,40)		0,14	-	3,00 6,00
Stage V	IWA-v-3 IWA-c-3	$130 \leq P < 300$	all	3,50	1,00	2,10	0,10	-	3,00 6,00
Stage V	IWA-v-4 IWA-c-4	$P \geq 300$	all	3,50	0,19	1,80	<u>0,015</u>	1×10^{12} 1×10^{14}	3,00 6,00

Table II-7: Stage V emission limits for engine category RLL defined in Article 4 point (7)

Emission stage	Engine sub-category	Power range	Engine ignition type	CO	HC	NOx	PM mass	PN	A
		kW		g/kWh	g/kWh	g/kWh	g/kWh	#/kWh	
Stage V	RLL-c-1 RLL-v-1	$P > 0$	all	3,50	(HC+NOx \leq 4,00)		0,025	-	6,00

Table II-8: Stage V emission limits for engine category RLR defined in Article 4 point (8)

Emission stage	Engine sub-category	Power range	Engine ignition type	CO	HC	NOx	PM mass	PN	A
		kW		g/kWh	g/kWh	g/kWh	g/kWh	#/kWh	
Stage V	RLR-c-1 RLR-v-1	P>0	all	3,50	0,19	2,00	0,015	1x10 ¹²	6,00

Table II-9: Stage V emission limits for engine category SMB defined in Article 4 point (9)

Emission stage	Engine sub-category	Power range	Engine ignition type	CO	NOx	HC
		kW		g/kWh	g/kWh	g/kWh
Stage V	SMB-v-1	P>0	SI	275	-	75

Table II-10: Stage V emission limits for engine category ATS defined in Article 4 point (10)

Emission stage	Engine sub-category	Power range	Engine ignition type	CO	HC + NOx
		kW		g/kWh	g/kWh
Stage V	ATS-v-1	P>0	SI	400	8

Specific provisions on hydro-carbon (HC) limits for fully and partially gaseous fuelled engines

1. For the sub-categories where an A factor is defined, the HC limit for fully and partially gaseous fuelled engines indicated in the ~~Tables II-1 to II-10~~ is replaced by the one calculated with the following formula:

$$\text{HC} = 0,19 + (1,5 \cdot A \cdot \text{GER})$$

where GER is the average gas energy ratio over the appropriate cycle. Where both a steady-state and transient test cycle applies, the GER shall be determined from the hot-start transient test cycle. Where more than one steady-state test cycle applies, the average gas energy ratio shall be determined for each cycle individually.

If the calculated limit for HC exceeds the value of $0,19 + A$ the limit for HC shall be set to $0,19 + A$.

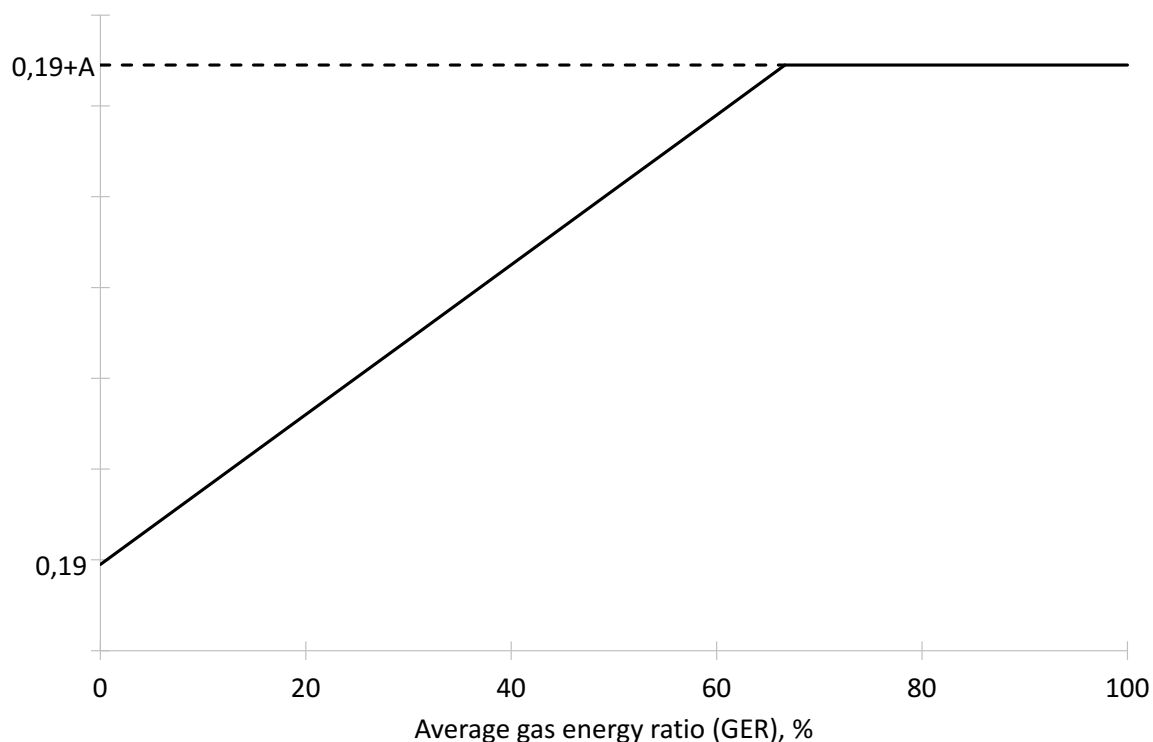


Figure 1. Schematic of HC emission limit as function of average gas energy ratio (GER)

2. For sub-categories with a combined HC and NO_x limit, the combined limit value for HC and NO_x shall be reduced by 0,19 g/kWh and apply for NO_x only.
3. For non-gaseous fuelled engines the formula does not apply.

**Timetable for the application of this Regulation
in respect of EU type-approvals and placing on the market**

Table III-1: Dates of application of this Regulation for engine category NRE

Category	Ignition type	Power range (kW)	Sub-category	Mandatory date of application of this Regulation for	
				EU type-approval of engines	Placing on the market of engines
NRE	CI	$0 < P < 8$	NRE-v-1 NRE-c-1	1 January 2018	1 January 2019
	CI	$8 \leq P < 19$	NRE-v-2 NRE-c-2		
	CI	$19 \leq P < 37$	NRE-v-3 NRE-c-3	1 January 2018	1 January 2019
		$37 \leq P < 56$	NRE-v-4 NRE-c-4		
	all	$56 \leq P < 130$	NRE-v-5 NRE-c-5	1 January 2019	1 January 2020
		$130 \leq P \leq 560$	NRE-v-6 NRE-c-6	1 January 2018	1 January 2019
		$P > 560$	NRE-v-7 NRE-c-7	1 January 2018	1 January 2019

Table III-2: Dates of application of this Regulation for engine category NRG

Category	Ignition type	Power range (kW)	Sub-category	Mandatory date of application of this Regulation for	
				EU type-approval of engines	Placing on the market of engines
NRG	all	P>560	NRG-v-1 NRG-c-1	1 January 2018	1 January 2019

Table III-3: Dates of application of this Regulation for engine category NRSh

Category	Ignition type	Power range (kW)	Sub-category	Mandatory date of application of this Regulation for	
				EU type-approval of engines	Placing on the market of engines
NRSh	SI	0<P<19	NRSh-v-1a NRSh-v-1b	1 January 2018	1 January 2019

Table III-4: Dates of application of this Regulation for engine category NRS

Category	Ignition type	Power range (kW)	Sub-category	Mandatory date of application of this Regulation for	
				EU type-approval of engines	Placing on the market of engines
NRS	SI	0<P<56	NRS-vr-1a NRS-vi-1a NRS-vr-1b NRS-vi-1b NRS-v-2a NRS-v-2b NRS-v-3	1 January 2018	1 January 2019

Table III-5: Dates of application of this Regulation for engine category IWP

Category	Ignition type	Power range (kW)	Sub-category	Mandatory date of application of this Regulation for	
				EU type-approval of engines	Placing on the market of engines
IWP	all	37 19 <P<300	IWP-v-1	1 January 2018	1 January 2019
			IWP-c-1		
			IWP-v-2		
			IWP-c-2		
			IWP-v-3		
			IWP-c-3		
		300≤P<1000 P≥300	IWP-v-4	1 January 2019	1 January 2020
			IWP-c-4		
		P≥1000	IWP-v-5 IWP-c-5	1 January 2020	1 January 2021

Table III-6: Dates of application of this Regulation for engine category IWA

Category	Ignition type	Power range (kW)	Sub-category	Mandatory date of application of this Regulation for	
				EU type-approval of engines	Placing on the market of engines
IWA	all	560≤P<1000 19≤P<300	IWA-v-1	1 January 2019 2018	1 January 2020 2019
			IWA-c-1		
			IWA-v-2		
			IWA-c-2		
			IWA-v-3		
			IWA-c-3		
		P≥1000 P≥300	IWA-v-2	1 January 2020 2019	1 January 2021 2020
			IWA-v-2		
			IWA-c-4 IWA-c-4		

Table III-7: Dates of application of this Regulation for engine category RLL

Category	Ignition type	Power range (kW)	Sub-category	Mandatory date of application of this Regulation for	
				EU type-approval of engines	Placing on the market of engines
RLL	all	P>0	RLL-v-1 RLL-c-1	1 January 2020	1 January 2021

Table III-8: Dates of application of this Regulation for engine category RLR

Category	Ignition type	Power range (kW)	Sub-category	Mandatory date of application of this Regulation for	
				EU type-approval of engines	Placing on the market of engines
RLR	all	P>0	RLR-v-1 RLR-c-1	1 January 2020	1 January 2021

Table III-9: Dates of application of this Regulation for category SMB

Category	Ignition type	Power range (kW)	Sub-category	Mandatory date of application of this Regulation for	
				EU type-approval of engines	Placing on the market of engines
SMB	SI	P>0	SMB-v-1	1 January 2018	1 January 2019

Table III-10: Dates of application of this Regulation for engine category ATS

Category	Ignition type	Power range (kW)	Sub-category	Mandatory date of application of this Regulation for	
				EU type-approval of engines	Placing on the market of engines
ATS	SI	P>0	ATS-v-1	1 January 2018	1 January 2019

Non-road steady-state test cycles (NRSC)

Table IV-1: NRSC test cycles for engines of category NRE

Category	Speed mode <u>operation</u>	Purpose	<u>Sub- category</u>	NRSC
NRE	variable	Variable speed engine having a reference power less than 19 kW	NRE-v-1 NRE-v-2	G2 or C1
		Variable speed engine having a reference power greater than or equal to 19 kW but not more than 560 kW	NRE-v-3 NRE-v-4 NRE-v-5 NRE-v-6	C1
		Variable speed engine having a reference power greater than 560 kW	NRE-v-7	C1
	constant	Constant speed engine	NRE-c-1	D2
			NRE-c-2	
			NRE-c-3	
			NRE-c-4	
			NRE-c-5	
			NRE-c-6	
			NRE-c-7	

Table IV-2: NRSC test cycles for engines of category NRG

Category	Speed mode <u>operation</u>	Purpose	<u>Sub- category</u>	NRSC
NRG	variable	Variable speed engine for generating set	NRG-v-1	C1
	constant	Constant speed engine for generating set	NRG-c-1	D2

Table IV-3: NRSC test cycles for engines of category NRSh

Category	Speed mode <u>operation</u>	Purpose	<u>Sub- category</u>	NRSC
NRSh	variable or constant	Engine having a reference power of not more than 19 kW, for use in handheld machinery	NRSh-v-1a NRSh-v-1b	G3

Table IV-4: NRSC test cycles for engines of category NRS

Category	Speed mode <u>operation</u>	Purpose	<u>Sub- category</u>	NRSC
NRS	variable, intermediate <u><3600rpm</u>	Variable speed engine having a reference power of not more than 19 kW, intended for intermediate speed application <u>operation</u> <u><3600rpm</u>	NRS-vi-1a NRS-vi-1b	G1
	variable, rated <u>≥3600rpm</u> ; or constant	Variable speed engine having a reference power of not more than 19 kW, intended for rated speed application <u>operation</u> <u>≥3600rpm</u> ; constant speed engine having a reference power of not more than 19 kW	NRS-vr-1a NRS-vr-1b	G2
	variable or constant	Engine having both a reference power between 19 kW and 30 kW and a total swept volume of less than 1 litre	NRS-v-2a	G2
		Engine having a reference power of greater than 19 kW, other than engine having both a reference power between 19 kW and 30 kW and a total swept volume of less than 1 litre	NRS-v-2b NRS-v-3	C2

Table IV-5: NRSC test cycles for engines of category IWP

Category	Speed mode <u>operation</u>	Purpose	<u>Sub- category</u>	NRSC
IWP	variable	Variable speed engine intended for propulsion that operates on a fixed-pitch propeller curve	IWP-v-1 IWP-v-2 IWP-v-3 IWP-v-4 IWP-v-5	E3
	constant	Constant speed engine intended for propulsion that operates with a controllable-pitch or electrically coupled propeller	IWP-c-1 IWP-c-2 IWP-c-3 IWP-c-4 IWP-c-5	E2

Table IV-6: NRSC test cycles for engines of category IWA

Category	Speed mode <u>operation</u>	Purpose	<u>Sub- category</u>	NRSC
IWA	variable	Variable speed engine having a reference power that is greater than 560 kW intended for auxiliary use on inland waterway vessels	IWA-v-1 IWA-v-2 IWA-v-3 IWA-v-4	C1
	constant	Constant speed engine having a reference power that is greater than 560 kW intended for auxiliary use on inland waterway vessels	IWA-c-1 IWA-c-2 IWA-c-3 IWA-c-4	D2

Table IV-7: NRSC test cycles for engines of category RLL

Category	Speed mode <u>operation</u>	Purpose	<u>Sub- category</u>	NRSC
RLL	variable	Variable speed engine for propulsion of locomotives	RLL-v-1	F
	constant	Constant speed engine for propulsion of locomotives	RLL-c-1	D2

Table IV-8: NRSC test cycles for engines of category RLR

Category	Speed mode <u>operation</u>	Purpose	<u>Sub- category</u>	NRSC
RLR	variable	Variable speed engine for propulsion of railcars	RLR-v-1	C1
	constant	Constant speed engine for propulsion of railcars	RLR-c-1	D2

Table IV-9: NRSC test cycles for engines of category SMB

Category	Speed mode <u>operation</u>	Purpose	<u>Sub- category</u>	NRSC
SMB	variable or constant	Engines for propulsion of snowmobiles	SMB-v-1	H

Table IV-10: NRSC test cycle for engines of category ATS

Category	Speed mode <u>operation</u>	Purpose	<u>Sub- category</u>	NRSC
ATS	variable or constant	Engines for propulsion of ATV or SbS	ATS-v-1	G1

Non-road transient test cycles

Table IV-11: Non-road transient test cycle for engines of category NRE

Category	Speed mode <u>operation</u>	Purpose	<u>Sub- category</u>	
NRE	variable	Variable speed engine having reference power greater than or equal to 19 kW but not more than 560 kW	NRE-v-3 NRE-v-4 NRE-v-5 NRE-v-6	NRTC

Table IV-12: Non-road transient test cycle for engines of category NRS⁽¹⁾

Category	Speed mode <u>operation</u>	Purpose	<u>Sub- category</u>	
NRS	variable or constant	Engine having a reference power of greater than 19 kW, other than engine having both a reference power between 19 kW and 30 kW and a total swept volume of less than 1 litre	NRS-v-2b NRS-v-3	LSI-NRTC

⁽¹⁾ Only applicable for engines with maximum test speed ≤ 3400 rpm.

Emission durability periods referred to in Article 24(1)Table V-1: Emission durability periods (EDP) for engine category **NRE**

Category	Ignition type	Speed mode <u>operation</u>	Power range (kW)	Sub-category	EDP (hours)
NRE	CI	variable	$0 < P < 8$	NRE-v-1	3000
	CI		$8 \leq P < 19$	NRE-v-2	
	CI		$19 \leq P < 37$	NRE-v-3	5000
	CI		$37 \leq P < 56$	NRE-v-4	8000
	all		$56 \leq P < 130$	NRE-v-5	
			$130 \leq P \leq 560$	NRE-v-6	
			$P > 560$	NRE-v-7	
	CI	constant	$0 < P < 8$	NRE-c-1	3000
	CI		$8 \leq P < 19$	NRE-c-2	
	CI		$19 \leq P < 37$	NRE-c-3	
	CI		$37 \leq P < 56$	NRE-c-4	8000
	all		$56 \leq P < 130$	NRE-c-5	
			$130 \leq P \leq 560$	NRE-c-6	
			$P > 560$	NRE-c-7	

Table V-2: Emission durability period (EDP) for engine category **NRG**

Category	Ignition type	Speed mode operation	Power range (kW)	Sub-category	EDP (hours)
NRG	all	constant	$P > 560$	NRG-v-1	8000
		variable		NRG-c-1	

Table V-3: Emission durability period (EDP) for engine category NRSh

Category	Ignition type	Speed mode operation	Power range (kW)	Swept volume (cm3)	Sub-category	EDP (hours)
NRSh	SI	variable or constant	0<P<19	SV<50	NRSh-v-1a	50/125/300 ¹⁾
				SV≥50	NRSh-v-1b	

¹⁾ EDP hours correspond to the EDP categories Cat 1/Cat 2/Cat 3 as defined in the delegated acts.

Table V-4: Emission durability period (EDP) for engine category **NRS**

Category	Ignition type	Speed mode operation	Power range (kW)	Swept volume (cm3)	Sub-category	EDP (hours)
NRS	SI	variable, rated ≥ 3600rpm ; or constant	0<P<19	80≤SV<225	NRS-vr-1a	125/250/500 ¹⁾
		variable, intermediate < 3600rpm			NRS-vi-1a	
		variable, rated ≥ 3600rpm ; or constant		SV≥225	NRS-vr-1b	250/500/1000 ¹⁾
		variable, intermediate < 3600rpm			NRS-vi-1b	
		variable or constant	19≤P<30	SV≤1000	NRS-v-2a	1000
				SV>1000	NRS-v-2b	5000
			30≤P<56	any	NRS-v-3	5000

¹⁾ EDP hours correspond to the EDP categories Cat 1/Cat 2/Cat 3 as defined in the delegated acts.

Table V-5: Emission durability period (EDP) for engine category **IWP**

Category	Ignition type	Speed mode <u>operation</u>	Power range (kW)	Sub-category	EDP (hours)
IWP	all	variable	37 19≤P<75	IWP-v-1	10000
			75≤P<130	IWP -v-2	
			130≤P<300	IWP -v-3	
			300≤P<1000 P≥300	IWP -v-4	
			P≥1000	IWP -v-5	
		constant	37 19≤P<75	IWP -c-1	10000
			75≤P<130	IWP -c-2	
			130≤P<300	IWP -c-3	
			300≤P<1000 P≥300	IWP -c-4	
			P≥1000	IWP -c-5	

Table V-6: Emission durability period (EDP) for engine category IWA

Category	Ignition type	Speed mode operation	Power range (kW)	Sub-category	EDP (hours)
IWA	all	variable	560 ≤ P < 1000	IWA-v-1	10000
			P ≥ 1000	IWA-v-2	
		constant	560 ≤ P < 1000	IWA-c-1	
			P ≥ 1000	IWA-c-2	
IWA	all	variable	19 ≤ P < 75	IWP-v-1	10000
			75 ≤ P < 130	IWP-v-2	
			130 ≤ P < 300	IWP-v-3	
			P ≥ 300	IWP-v-4	
		constant	19 ≤ P < 75	IWP-c-1	10000
			75 ≤ P < 130	IWP-c-2	
			130 ≤ P < 300	IWP-c-3	
			P ≥ 300	IWP-c-4	

Table V-7: Emission durability period (EDP) for engine category RLL

Category	Ignition type	Speed mode operation	Power range (kW)	Sub-category	EDP (hours)
RLL	all	variable	P > 0	RLL-v-1	10000
		constant	P > 0	RLL-c-1	

Table V-8: Emission durability period (EDP) for engine category RLR

Category	Ignition type	Speed mode operation	Power range (kW)	Sub-category	EDP (hours)
RLR	all	variable	P>0	RLR-v-1	10000
		constant	P>0	RLR-c-1	

Table V-9: Emission durability period (EDP) for category SMB

Category	Ignition type	Speed mode operation	Power range (kW)	Sub-category	EDP (hours)
SMB	SI	variable or constant	P>0	SMB-v-1	400 ³⁾

³⁾ **alternatively, an emission durability period of 8000 km is permitted**

Table V-10: Emission durability period (EDP) for engine category **ATS**

Category	Ignition type	Speed mode operation	Power range (kW)	Sub-category	EDP (hours)
ATS	SI	variable or constant	P>0	ATS-v-1	500/1000 ²⁾

²⁾ EDP hours correspond to the following total engine swept volumes: <100 cm³ / ≥100 cm³.

ATEX Special purpose engine (SPE) emission limit values referred to in Article 32(4)Table VI-1: ~~ATEX~~ **SPE** emission limit values for engine category NRE

Emission stage	Engine sub-category	Power range	Engine ignition type	CO	THC	NOx	PM mass	A
		kW		g/kWh	g/kWh	g/kWh	g/kWh	
ATEX <u>SPE</u>	NRE-v-1 NRE-c-1	0<P<8	CI	8	7,5	0,4	6,0	
ATEX <u>SPE</u>	NRE-v-2 NRE-c-2	8≤P<19	CI	6,6	7,5	0,4	6,0	
ATEX <u>SPE</u>	NRE-v-3 NRE-c-3	19≤P<37	CI	5,5	7,5	0,6	6,0	
ATEX <u>SPE</u>	NRE-v-4 NRE-c-4	37≤P<56	CI	5,0	4,7	0,4	6,0	
ATEX <u>SPE</u>	NRE-v-5 NRE-c-5	56≤P<130	all	5,0	4,0	0,3	6,0	
ATEX <u>SPE</u>	NRE-v-6 NRE-c-6	130≤P≤560	all	3,5	4,0	0,2	6,0	
ATEX <u>SPE</u>	NRE-v-7 NRE-c-7	P>560	all	3,5	6,4	0,2	6,0	

Table VI-2: ~~ATEX~~ **SPE** emission limit values for engine category NRG

Emission stage	Engine sub-category	Power range	Engine ignition type	CO	HC	NOx	PM mass	A
		kW		g/kWh	g/kWh	g/kWh	g/kWh	
ATEX SPE	NRG-c-1	P>560	all	3,5	6.4		0,2	6,0
	NRG-v-1							

Table VI-3: ~~ATEX~~ **SPE** emission limit values for engine category RLL

Emission stage	Engine sub-category	Power range	Engine ignition type	CO	THC	NOx	PM mass	A
		kW		g/kWh	g/kWh	g/kWh	g/kWh	
ATEX SPE	RLL-v-1	P≤560	all	3,5	(HC+NOx≤4,0)		0,2	6,0
	RLL-c-1							
ATEX SPE	RLL-v-1	P>560 kW	all	3,5	0,5	6,0	0,2	6,0
	RLL-c-1							
ATEX SPE	RLL-v-1	P>2000 kW and SVc ¹⁾ >5 litres	all	3,5	0,4	7,4	0,2	6,0
	RLL-c-1							

¹⁾ Swept Volume per cylinder