Council of the European Union
General Secretariat

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WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Working Party on Land Transport
Subject:	Proposal for a Directive of the European Parliament and of the Council amending Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers and Directive 2014/47/EU on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union - Revised consolidated initial comments

Delegations will find attached comments from the Netherlands on the ANNEX I to Directive 2014/45/EU.

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ANNEX I

Annexes I, III and IV to Directive 2014/45/EU are amended as follows:

(1) Annex I is amended as follows:

(c) point 3 is amended as follows:

(xxxiii) in the table, items 8.1 and 8.2 are replaced by the following:

8.2. Exhaust emissions

8.2.2 Exhaust emission measurement – positive ignition engines	Test procedures: For vehicles that had a particle number (PN) limit at type-approval; Euro VI, Euro 6c and newer: Particle number measurement in accordance with 8.2.2.1. For all vehicles up to emission classes Euro V, 6c and older: Gaseous emissions test in accordance with 8.2.2.2. For vehicles as of emission classes Euro VI, 6d-TEMP and newer: Gaseous emisions test including NO_x measurement in accordance with 8.2.2.3.				
8.2.2.3. Gaseous emissions including NO_x measurement	Vehicle preparation: [to be specified in accordance with the delegated acts referred to in Article 17]; - […] Measuring instrument preparation: — [to be specified in accordance with the delegated acts referred to in Article 17 or combined with PN testing above];	Measurement result exceeds [CO, HC, NO_x limits and Lambda range to be specified in accordance with the delegated acts referred to in Article 17].		X	

	— Self-checks of the instrument [to be specified in accordance with the delegated acts referred to in Article 17]; Before each test, the good condition of the sampling system shall be verified, including checking the sampling hose and probe for damage. Test procedure: — [to be specified in accordance with the delegated acts referred to in Article 17 or combined with PN testing above].				

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8.2.3 Exhaust emission measurement – compression ignition engines	Test procedures: For vehicles as of emission classes Euro 5b and Euro VI and newer: Particle number (PN) measurement in accordance with 8.2.3.1 For vehicles up to emission classes Euro 5a and Euro V: Opacity measurement in accordance with 8.2.3.2. For vehicles equipped with particle filters, Member States may apply PN measurement in accordance with 8.2.3.1 instead of opacity measurement. Road Side Inspection test For vehicles as of emission classes Euro 6d-TEMP and Euro VI and newer: NO_x measurement in accordance with 8.2.3.3.				

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8.2.3.3. NO_X measurement for Road Side Inspection (Not for Peridodic Technical Inspection)	Vehicle preparation: Prior to testing, the vehicle's exhaust aftertreatment system shall be warmed up, to the conditions that allow effective abatement of NO_X emissions by the selective catalytic reduction (SCR) unit of the vehicle by at least a 5-minute drive or an equivalent method. Once the condition is reached, the vehicle shall not be turned off and the measurement shall be performed within 3 minutes for M_1 and N_1 vehicles and within 3.5 minutes for M_2, M_3, N_2 and N_3 vehicles. Where possible, the vehicle's readiness to be tested shall be ascertained by checking the indicator lamp on the dashboard or via the vehicle interface (OBD or OBM read-out). During the test, the vehicle shall not be performing an active particulate filter regeneration. Measuring instrument preparation: — The device to measure NO_X emissions is powered on for at least the warm-up time indicated by the manufacturer; — Self-checks of the instrument [to be specified in accordance with the delegated acts referred to in Article 17] to monitor the proper operation of the instrument during operation and trigger a warning or message in case of malfunction; Before each test, the good condition of the sampling system shall be verified, including checking the sampling hose and probe for damage. Test procedure: — The software of the NO_X analyser automatically guides the instrument operator through the test procedure; — The probe is inserted at least 0,20 m into the outlet of the exhaust system. In justified exemptions where sampling at this	Measurement result exceeds 40 ppm		X	

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	depth is not possible, the probe is inserted at least 0,05 m. The sampling probe shall not touch the walls of the tailpipe; — If the exhaust system has more than one outlet, the test shall be done to all of them. In this case, the highest measured NO_X concentration measured at different exhaust system outlets shall be considered as the vehicle's NO_X concentration; — The vehicle operates at low idling; — After the probe has been inserted into the tailpipe, the following steps shall be followed: 1. A stabilization period of at least 15 seconds with the engine running at idle speed. 2. After the stabilisation period, the NO_X concentration emissions are measured. The duration of the test shall be at least 15 seconds (total measurement duration). The test result shall be the average NO_X concentration of the measurement duration. After the completion of the test procedure, the instrument reports (and stores) the average NO_X concentration of the vehicle and a "PASS" or "FAIL" message: — If the test result is less than or equal to the limit, the instrument reports a "PASS" message. — If the test result is greater than the limit, the instrument reports a "FAIL" message.				

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