

Commission Regulation (EC) No 692/2008 of 18 July 2008 implementing and amending Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (Text with EEA relevance)

Changes to legislation: There are currently no known outstanding effects for the
Commission Regulation (EC) No 692/2008, Division 3.. (See end of Document for details)

ANNEX I

ADMINISTRATIVE PROVISIONS FOR EC TYPE-APPROVAL

3. EXTENSIONS TO TYPE-APPROVALS

3.1. Extensions for tailpipe emissions (type 1, type 2 and type 6 tests)

3.1.1. Vehicles with different reference masses

3.1.1.1. The type-approval shall be extended only to vehicles with a reference mass requiring the use of the next two higher equivalent inertia or any lower equivalent inertia.

3.1.1.2. For category N vehicles, the approval shall be extended only to vehicles with a lower reference mass, if the emissions of the vehicle already approved are within the limits prescribed for the vehicle for which extension of the approval is requested.

3.1.2. Vehicles with different overall transmission ratios

3.1.2.1. The type-approval shall be extended to vehicles with different transmission ratios only under certain conditions.

3.1.2.2. To determine whether type-approval can be extended, for each of the transmission ratios used in the type 1 and type 6 tests, the proportion,

$$E = (V_2 - V_1) / V_1$$

shall be determined where, at an engine speed of 1 000 rpm, V_1 is the speed of the vehicle-type approved and V_2 is the speed of the vehicle type for which extension of the approval is requested.

3.1.2.3. If, for each transmission ratio, $E \leq 8\%$, the extension shall be granted without repeating the type 1 and type 6 tests.

3.1.2.4. If, for at least one transmission ratio, $E > 8\%$, and if, for each gear ratio, $E \leq 13\%$, the type 1 and type 6 tests shall be repeated. The tests may be performed in a laboratory chosen by the manufacturer subject to the approval of the technical service. The report of the tests shall be sent to the technical service responsible for the type-approval tests.

3.1.3. Vehicles with different reference masses and transmission ratios

The type-approval shall be extended to vehicles with different reference masses and transmission ratios, provided that all the conditions prescribed in 3.1.1 and 3.1.2 are fulfilled.

3.1.4. Vehicles with periodically regenerating systems

The type-approval of a vehicle type equipped with a periodically regenerating system shall be extended to other vehicles with periodically regenerating systems, whose parameters described below are identical, or within the stated tolerances. The extension shall only relate to measurements specific to the defined periodically regenerating system.

3.1.4.1. Identical parameters for extending approval are:

- (1) Engine,
- (2) Combustion process,
- (3) Periodically regenerating system (i.e. catalyst, particulate trap),

- (4) Construction (i.e. type of enclosure, type of precious metal, type of substrate, cell density),
- (5) Type and working principle,
- (6) Dosage and additive system,
- (7) Volume \pm 10 per cent,
- (8) Location (temperature \pm 50 °C at 120 km/h or 5 per cent difference of max. temperature/pressure).

3.1.4.2. Use of Ki factors for vehicles with different reference masses

The Ki factors developed by the procedures in section 3 of Annex 13 of UN/ECE Regulation No 83 for type-approval of a vehicle type with a periodically regenerating system, may be used by other vehicles which meet the criteria referred to in section 3.1.4.1 and have a reference mass within the next two higher equivalent inertia classes or any lower equivalent inertia.

3.1.5. Application of extensions to other vehicles

When an extension has been granted in accordance with 3.1.1 to 3.1.4, such a type-approval shall not be further extended to other vehicles.

3.2. Extensions for evaporative emissions (type 4 test)

3.2.1. The type-approval shall be extended to vehicles equipped with a control system for evaporative emissions which meet the following conditions:

3.2.1.1. The basic principle of fuel/air metering (e.g. single point injection) is the same.

3.2.1.2. The shape of the fuel tank and the material of the fuel tank and liquid fuel hoses is identical.

3.2.1.3. The worst-case vehicle with regard to the cross-section and approximate hose length shall be tested. Whether non-identical vapour/liquid separators are acceptable is decided by the technical service responsible for the type-approval tests.

3.2.1.4. The fuel tank volume is within a range of \pm 10 %.

3.2.1.5. The setting of the fuel tank relief valve is identical.

3.2.1.6. The method of storage of the fuel vapour is identical, i.e. trap form and volume, storage medium, air cleaner (if used for evaporative emission control), etc.

3.2.1.7. The method of purging of the stored vapour is identical (e.g. air flow, start point or purge volume over the preconditioning cycle).

3.2.1.8. The method of sealing and venting of the fuel metering system is identical.

3.2.2. The type-approval shall be extended to vehicles with:

3.2.2.1. different engine sizes;

3.2.2.2. different engine powers;

3.2.2.3. automatic and manual gearboxes;

3.2.2.4. two and four wheel transmissions;

3.2.2.5. different body styles; and

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3.2.2.6. different wheel and tyre sizes.

3.3. Extensions for durability of pollution control devices (type 5 test)

3.3.1. The type-approval shall be extended to different vehicle types, provided that the vehicle, engine or pollution control system parameters specified below are identical or remain within the prescribed tolerances:

3.3.1.1. Vehicle:

Inertia category: the two inertia categories immediately above and any inertia category below.

Total road load at 80 km/h: + 5 % above and any value below.

3.3.1.2. Engine

- (a) engine cylinder capacity ($\pm 15\%$),
- (b) number and control of valves,
- (c) fuel system,
- (d) type of cooling system,
- (e) combustion process.

3.3.1.3. Pollution control system parameters:

(a) Catalytic converters and particulate filters:

number of catalytic converters, filters and elements,

size of catalytic converters and filters (volume of monolith $\pm 10\%$),

type of catalytic activity (oxidizing, three-way, lean NO_x trap, SCR, lean NO_x catalyst or other),

precious metal load (identical or higher),

precious metal type and ratio ($\pm 15\%$),

substrate (structure and material),

cell density,

temperature variation of no more than 50 K at the inlet of the catalytic converter or filter. This temperature variation shall be checked under stabilized conditions at a speed of 120 km/h and the load setting of the type 1 test.

(b) Air injection:

with or without

type (pulsair, air pumps, other(s))

(c) EGR:

with or without

type (cooled or non cooled, active or passive control, high pressure or low pressure).

- 3.3.1.4. The durability test may be carried out using a vehicle, which has a different body style, gear box (automatic or manual) and size of the wheels or tyres, from those of the vehicle type for which the type-approval is sought.
- 3.4. Extensions for on-board diagnostics
- 3.4.1. The type-approval shall be extended to different vehicles with identical engine and emission control systems as defined in Annex XI, Appendix 2. The type-approval shall be extended regardless of the following vehicle characteristics:
- (a) engine accessories;
 - (b) tyres;
 - (c) equivalent inertia;
 - (d) cooling system;
 - (e) overall gear ratio;
 - (f) transmission type; and
 - (g) type of bodywork.
- 3.5. Extensions for CO₂ emissions and fuel consumption
- 3.5.1. Vehicles powered by an internal combustion engine only, except vehicles equipped with a periodically regenerating emission control system.
- 3.5.1.1. The type-approval shall be extended to vehicles differing with regard to the following characteristics, if the CO₂ emissions measured by the technical service do not exceed the type-approval value by more than 4 % for vehicles of category M and 6 % for vehicles of category N:
- reference mass,
 - technically permissible maximum laden mass,
 - type of bodywork as defined in Section C of Annex II of Directive 2007/46/EC,
 - overall gear ratios,
 - engine equipment and accessories.,
- 3.5.2. Vehicles powered by an internal combustion engine only and equipped with a periodically regenerating emission control system
- 3.5.2.1. The type-approval shall be extended to vehicles, differing with regard to the characteristics given in Section 3.5.1.1 above, but not exceeding the family characteristics of UN/ECE Regulation No 101⁽¹⁾, Annex 10, if the CO₂ emissions measured by the technical service do not exceed the type approved value by more than 4 % for vehicles of category M and 6 % for vehicles of category N, and where the same Ki factor is applicable.
- 3.5.2.2. The type-approval shall be extended to vehicles with a different Ki factor, if the CO₂ emissions measured by the technical service do not exceed the type approved value by more than 4 % for vehicles of category M and 6 % for vehicles of category N.
- 3.5.3. Vehicles powered by an electric power train only

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Extensions shall be granted after agreement with the technical service responsible for conducting the tests.

3.5.4. Vehicles powered by a hybrid electric power train

The type-approval shall be extended to vehicles differing with regard to the following characteristics, if the CO₂ emissions and the electric energy consumption measured by the technical service do not exceed the type approved value by more than 4 % for vehicles of category M and 6 % for vehicles of category N:

- reference mass,
- Technically permissible maximum laden mass,
- Type of bodywork as defined in Section C of Annex II of Directive 2007/46/EC,
- With respect to a change in any other characteristic extensions may be granted after agreement with the technical service responsible for conducting the tests.,

3.5.5. Extension of type-approval of vehicles of category N within a family:

- 3.5.5.1. For vehicles of category N that are approved as members of a vehicle family using the procedure in Section 3.6.2, the type-approval shall be extended to vehicles from within the same family only if the technical service estimates that the fuel consumption of the new vehicle does not exceed the fuel consumption of the vehicle on which the family's fuel consumption is based.

Type-approvals may also be extended to vehicles which:

- are up to 110 kg heavier than the family member tested, provided that they are within 220 kg of the lightest member of the family,
- have a lower overall transmission ratio than the family member tested due solely to a change in tyre sizes, and,
- conform with the family in all other respects.,

- 3.5.5.2. For vehicles of category N that are type-approved as members of a vehicle family using the procedure in point 3.6.3, the type-approval can be extended to vehicles from within the same family without additional testing only if the technical service estimates that the fuel consumption of the new vehicle falls within the limits made up of those two vehicles in the family that have the lowest and the highest fuel consumption, respectively.

3.6. Type-approval of vehicles of category N within a family for fuel consumption and CO₂ emissions

Vehicles of category N shall be type-approved within a family as defined in point 3.6.1 using one of the two alternative methods described in points 3.6.2 and 3.6.3.

- 3.6.1. N vehicles may be grouped together into a family for the purposes of measurement of fuel consumption and CO₂ emissions if the following parameters are identical or within the specified limits:

3.6.1.1. Identical parameters shall be the following:

- manufacturer and type as defined in section I of Appendix 4,
- engine capacity,
- emission control system type,
- fuel system type as defined in point 1.10.2 of Appendix 4.,

3.6.1.2. The following parameters shall be within the following limits:

- transmission overall ratios (no more than 8 % higher than the lowest) as defined in point 1.13.3 of Appendix 4,
 - reference mass (no more than 220 kg lighter than the heaviest),
 - frontal area (no more than 15 % smaller than the largest),
 - engine power (no more than 10 % less than the highest value).
- 3.6.2. A vehicle family, as defined in point 3.6.1, may be approved with CO₂ emission and fuel consumption data that are common to all members of the family. The technical service shall select for testing the member of the family which the service considers to have the highest CO₂ emission. The measurements shall be performed as described in Annex XII, and the results according to the method described in section 5.5 of UN/ECE Regulation No 101 shall be used as type-approval values that are common to all members of the family.
- 3.6.3. Vehicles that are grouped in a family as defined in point 3.6.1 may be approved with individual CO₂ emission and fuel consumption data for each of the family members. The technical service shall select for testing the two vehicles, which the service considers to have the highest and the lowest CO₂ emissions respectively. The measurements shall be performed as described in Annex XII. If the manufacturer's data for these two vehicles falls within the tolerance limits described in section 5.5 of UN/ECE Regulation No 101, the CO₂ emissions declared by the manufacturer for all members of the vehicle family can be used as type-approval values. If the manufacturer's data do not fall within the tolerance limits, the results according to the method described in section 5.5 of UN/ECE Regulation No 101 shall be used as type-approval values and the technical service shall select an appropriate number of other family members for additional tests.

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(1) [OJ L 158, 19.6.2007, p. 34](#)

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