

16th Retrofit Emissions Control Devices (REC) GRPE Informal Group Meeting

Item 6b consideration of new issues since REC-15

i. Change to paragraph 8.2.3

At the 15th REC meeting (3 June 2013, Geneva) Euromot drew attention to the addition during REC-14 of requirements for vehicles/equipment where there is no further stage (paragraph 8.2.3), which would have added % efficiency requirements only for such cases:

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

Euromot objected to this addition as the original proposal had been to only take vehicles/equipment only to the next applicable stage, whereas this latest proposal would take it beyond any current stage.

However, it was also felt by some participants that the paragraph would be useful for those categories of NRMM where the most recent emissions stage(s) do not apply.

In further discussion at GRPE it was agreed to remove the paragraph but to re-discuss the issue at the next REC meeting.

ii. Non-reversibility of the PM REC element

It has been identified that the current provisions do not prohibit the 'turning' of DPFs as a method of cleaning them, and it is proposed that a paragraph should be added to prohibit this.

For that purpose a paragraph 7.5.4. should be added reading:

7.5.4. The filter element of a particulate reduction REC shall be designed and constructed in a way that it can only be installed in its casing in one direction. Intentionally or unintentionally reversing the element shall be physically impossible.