



Commission proposal on CH₄ limit in Euro 5/6

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Legislative background

- Current Euro 5/6 Regulation sets emission limits for NMHC of 68 mg/km and THC of 100 mg/km
- Limits relevant only for CNG, affecting a vehicle fleet of less than 1%
- Light-duty CNG vehicles are normally bi-fuel
- Modalities of type-approval
 - By OEM as bi-fuel
 - As retrofits: type-approved as petrol from the origin, and later retrofitted for CNG according to Regulation 115; retrofitters maybe or not qualified vehicle modifiers

Technical background

- Oxidising CH₄ implies the fitting of a special catalyst, different than the usual TWC
- Solution unpractical and expensive for retrofitting, since additional costs are added due to the removal and fitting of a new catalyst replacing the old TWC
- Consequence: achieving Euro 5/6 limits with retrofitted engines becomes uneconomic and...
- may create problems of durability

Proposal

- Give the choice to OEM's between
 - **THC emission limit of 100 mg/km**
 - **THC emission limit of 220 mg/km. In this case the GWP of CH₄ would be taken into account as a CO₂ equivalent**
- Reg 115 would be amended with a THC limit of 220 mg/km
- Advantages for OEM's
 - **No negative effect for OEM's as CO₂ penalty when below 100 mg/km**
 - **Manufacturer could use same emission limits as retrofitters**