

**Status Report on Implementation of Emission-Related UN Global Technical Regulations in United States of America
(USA)**

Submitted in Accordance with Article 7 – paragraph 7.4 of the 1998 Global Agreement

As of September 20, 2021

UN GTR No.	UN GTR Title	Implementation of the UN GTR provisions in the national legislation	Date of mandatory application of UN GTR provisions	Remark
<p align="center">2</p> <p>Amend. 1 to UN GTR No. 2</p> <p>Amend. 2 to UN GTR No. 2</p> <p>Amend. 3 to UN GTR No. 2</p> <p>Amend. 4 to UN GTR No. 2</p>	<p>Measurement procedure for two-wheeled motorcycles equipped with a positive or compression ignition engine with regard to the emission of gaseous pollutants, CO₂ emissions and fuel consumption (WMTC)</p>	<p>USA’s air pollutant exhaust emission standards for on-road motorcycles are set out in 40 CFR part 86.410-2006.</p> <p>USA is working to understand the correlation between its current emission standards, test procedure and test fuels and equivalent limits based on the test procedures and test fuel set out in the GTR No. 2. Once that work and efforts to establish a correlation is completed, USA will consider proposing amendments to its regulations to implement the provisions of GTR No. 2.</p>	<p align="center">Not established</p>	<p>USA will continue to update the Secretary General as to the status of this GTR and amendments.</p>
<p align="center">4</p> <p>Amend. 1 to UN GTR No. 4</p> <p>Amend. 2 to UN GTR No. 4</p>	<p>Test procedure for compression-ignition (C.I.) engines and positive-ignition (P.I.) engines fueled with natural gas (NG) or liquefied petroleum gas (LPG) with regard to the</p>	<p>USA’s emission standards for on-road heavy-duty vehicles equipped with compression ignition engines and positive-ignition (PI) are set out in 40 CFR 86.007-11 and 40 CFR 1036.108.</p> <p>USA is in the process of proposing a new rule by January 2022 and a final rule by December of 2022, with lower standards and new test procedures for these engines that goes beyond GTR No. 4 and as such we</p>	<p align="center">Not established</p>	<p>USA will continue to update the Secretary General as to the status of this GTR and amendments.</p>

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Amend. 3 to UN GTR No. 4	emission of pollutants (WHDC)	have no plans to adopt GTR No. 4 in its current state. Once this rule is final, the USA expects to update WP29 on its results.		
5 Amend. 1 to UN GTR No. 5	Technical requirements for on-board diagnostic systems (OBD) for road vehicle (WWH-OBD)	<p>USA's standards for on-board diagnostic systems on on-road heavy-duty vehicles are set out in 40 CFR 86.010-18.</p> <p>USA plans to conduct a review of the on-board diagnostic systems requirements to establish an appropriate correlation between its current standards based on the U.S test procedures and equivalent limits based on the procedures set out in the GTR No. 5. Once this is completed, USA will consider proposing amendments to its regulations to implement the provisions of GTR No. 5.</p>	Not established	USA will continue to update the Secretary General as to the status of this GTR and amendments.
10	Off-cycle emissions (OCE)	<p>USA's emission standards addressing off-cycle emissions for on-road heavy-duty vehicles equipped with compression ignition engines and positive-ignition (PI) are set out in 40 CFR 86.007-11.</p> <p>USA is in the process of proposing a new rule by January 2022 and a final rule by December of 2022, with lower standards and new test procedures for these engines that goes beyond GTR No. 10 and as such we have no plans to adopt GTR No. 10 in its current state. Once this rule is final, the USA expects to update WP29 on its results.</p>	Not established	USA will continue to update the Secretary General as to the status of this GTR.
11	Test procedure for compression-ignition engines to be installed in	USA's air pollutant emissions standards that cover Forestry Tractors and Non-Road Mobile Machinery are set out in 40 CFR 1039.101.	Not established	USA will continue to update the Secretary

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	agricultural and forestry tractors and in non-road mobile machinery with regard to the emissions of pollutants by the engine (NRMM)	USA plans to conduct a review of the test data to establish an appropriate correlation between its current emission test procedures and equivalent limits based on the procedures set out in the GTR No.11. Once this is completed, USA will consider proposing amendments to its regulations to implement the provisions of GTR No. 11.		General as to the status of this GTR.
17	Measurement procedure for two- or three-wheeled motor vehicles equipped with a combustion engine with regard to the crankcase and evaporative emissions.	<p>USA's air pollutant evaporative emission standards for on-road motorcycles are set out in 40 CFR 1051.101 and 1060.101. USA's air pollutant crankcase emission standards for everything other than on-road motorcycles are set out in 40 CFR 1051.115 and 86.410-2006 for on-road motorcycles.</p> <p>The USA has developed data to address potential evaporative emission control standards and is working with stakeholders on a new procedure. Once this work is done, the USA will present the new evaporative procedure to the EPPR for consideration to amend GTR No. 17 and will propose amendments such that its domestic regulations will align with the future GTR No. 17.</p>	Not established	USA will continue to update the Secretary General as to the status of this GTR.
18	Measurement procedure for two- or three-wheeled motor vehicles with regard to on-board diagnostics	<p>USA regulations do not include requirements for on-board diagnostic systems for on-road motorcycles.</p> <p>The USA plans to assess the approach for moving forward with this GTR. Once this is completed, USA</p>	Not established	USA will continue to update the Secretary General on an annual basis as to the status of this GTR.

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		will consider proposing amendments to its regulations to implement the provisions of GTR No. 18.		