



Informal document **GRPE-70-24**
(70th GRPE, 15-16 January 2015
agenda item 4(a))

Background of the

Proposals for amending R49 Rev 6

**(ECE/ TRANS/WP.29/GRPE/2015/03
GRPE-70-06 and GRPE-70-07)**



History

- GRPE adopted in June 2014 a series of amendments to R49 rev.6
- These amendments included a complete deletion of the urea consumption monitoring. This possible deletion was based on the general existence of close-loop systems in Heavy-Duty engines and vehicles.
- In the meantime, it appeared that some Light Commercial vehicles were not equipped with such system, thereby creating a possible loop-hole in the Regulation.
- The present proposals aim at introducing an alternative to the deletion of the urea consumption monitoring



List of the amendments already proposed and adopted by GRPE in June 2014

- Transposing the latest EU OTLs and their date of application
- Improvement of the definition of CDmin
- Stop-start and hybrid vehicles – OBD changes
- Alternative service mode for LNG dual-fuel vehicles



New Amendments proposed to GRPE

- It is proposed to keep at stage C the fifty per cent threshold value required for reagent consumption monitoring in stage A
 - Rationale: with the currently available sensor technology an effective inducement is already observed in the field by enforcing the stage A measures
- It is proposed at improving the neutrality of the requirements as regards the technology that may be used for monitoring the reagent consumption
 - Rationale: The monitoring time requirement that is considered as necessary was not achievable with the two monitors currently specified. It is achievable with other technologies.
- It is proposed to align the transitional provision with the one contained in the “General Guidelines for UN regulatory procedures and transitional provisions in UN Regulations” (document ECE-TRANS-WP29-1044r1e)