

EURO 5-6 OBD

GFV-meeting
15 January 2008

Key elements of the proposal

Main elements are:

- **Expanded monitoring requirements**
- **In-use performance requirements**
- **Revised OBD detection thresholds**



Increased monitoring requirements

Followed consultant's recommendation to expand monitoring requirements:

- **NO_x monitoring of the 3-way catalyst for petrol cars**
- **EGR monitoring**

In use performance options

- **3 options identified by consultants**
- **Commission prefers in-use performance**
 - **avoids additional type approval testing**
 - **already implemented in US so in line with global harmonisation**

In-use performance requirements

- **Legislation modelled on Californian legislation**
- **Requires minimal level of OBD monitor operation**
- **Manufacturer to make statement at type approval that vehicle complies**
- **2 year derogation, where lower factors apply (0.1)**

Petrol thresholds

No technical barriers to reduced thresholds identified

US style thresholds cost-effective

- Euro 5 – reduction of thresholds in line with LAT recommendations**
- Euro 6 – lower thresholds (factors of 1.5 limit value as in US)**

GFV implication

- OEM EU type approved vehicles on gas
 - Monofuel and Bi-fuel vehicles shall meet requirements
 - No exemptions
 - Starting In-use monitoring and NOx monitoring from 1-9-2011
- Retrofit R115 → R83
 - No new requirements