

US EPA	EUROPEAN UNION	JAPAN
<b>40 CFR PART 86</b>	<b>2001/27/EC</b>	
<p><b>Auxiliary Emission Control Device</b></p> <p>AECD or Auxiliary Emission Control Device means any device or element of design that senses temperature, vehicle speed, engine rpm, transmission gear, manifold vacuum, or any other parameter for the purpose of activating, modulating, delaying, or deactivating the operation of the emission control system</p>	<p><b>Auxiliary Control Device</b></p> <p>Auxiliary control device means a system, function or control strategy installed to an engine or on a vehicle, that is used to protect the engine and/or its ancillary equipment against operating conditions that could result in damage or failure, or is used to facilitate engine starting. An auxiliary control device may also be a strategy or measure that has been satisfactorily demonstrated not to be a defeat device.</p>	<p><b>Auxiliary System</b></p> <p>...a system attached to the pertinent device that controls it by detecting operating conditions such as temperature, gear position, vehicle speed, engine rpm, intake suction pressure, or throttle opening...</p>
<p><b>Defeat Device</b></p> <p>Defeat Device means an AECD that reduces the effectiveness of the emission control system under conditions that may reasonably be expected to be encountered in normal vehicle operation and use, unless:</p> <ul style="list-style-type: none"> <li>a) such conditions are substantially included in the Federal emission test procedure;</li> <li>b) the need for the AECD is justified in terms of protecting the vehicle against damage or accident; or</li> <li>c) the AECD does not go beyond the requirements of engine starting</li> </ul>	<p><b>Defeat Device</b></p> <p>Defeat device means a device which measures, senses or responds to operating variables (e.g., vehicle speed, engine speed, gear used, temperature, intake pressure or any other parameter) for the purpose of activating, modulating, delaying, or deactivating the operation of any component or function of the emission control system such that the effectiveness of the emission control system is reduced under conditions encountered during normal vehicle use unless the use of such a device is substantially included in the applied emission certification test procedures.</p> <p>An auxiliary control device may be installed to an engine, or on a vehicle, provided that the devices:</p> <ul style="list-style-type: none"> <li>- operates only outside the conditions specified below</li> <li>- <b>is activated only temporarily under the conditions below for such purposes as</b></li> </ul>	<p><b>Defeat Device</b></p> <p>Any device that reacts under the conditions described below and diminishes or stops the emission-reduction effect shall be deemed a defeat device.</p> <ul style="list-style-type: none"> <li>- Equipment operating conditions that are not seen in the measurement modes</li> <li>- Systems that detect specific driving conditions and react after a set time has elapsed.</li> </ul> <p>To secure human and vehicular safety, however, diminishing or stopping the emission reduction effect within a minimum range cannot be avoided under the following circumstances:</p> <ul style="list-style-type: none"> <li>- when operation significantly impedes driveability;</li> <li>- when operation may cause overheating of the catalytic converter or other equipment or a marked deterioration of another part; and</li> </ul> <p><b>when the effect is diminished or stopped only during the process of engine startup and warm-up.</b></p>

