

## Type-Approval Procedure

### Information System of the German Type-Approval Authority

**Not examined English translation!**  
**Valid is only the German-language original!**

Directive 70/220/EEC and 80/1268/EEC  
- Application to periodically regenerating particle filters

#### Question or problem:

Particle filters are gaining importance in the effort to further reduce particle emissions from motor vehicles. In this context, the question has arisen of how vehicles equipped with such a filter should be treated with regard to the granting of type approvals under Directive 70/156/EEC.

#### Result:

The regulators would like to see the particle filter gain more widespread use. The procedure described here below has been, in principal, okayed by the Federal Ministry for Transport, Building and Housing.

The provisions of ECE Regulation 83, 05 series of amendments, and ECE Regulation 101, 00 series of amendments, already take particle filters into account. According to Directive 70/156/EEC, Annex IV, Part II, as far as the granting of overall type approvals is concerned, these regulations are considered equivalent to the respective EC regulations. Thus, it has been agreed that ECE approvals would have to be recognized. We therefore recommend to obtain approval for vehicles with particle filters under these regulations. If a manufacturer prefers to have system type approvals for vehicles with particle filters (as defined in ECE Regulation 83) granted according to the above-mentioned Directives, the following procedure has to be followed:

Instead of the regularly required worst-case test, the inspecting/testing can be done in accordance with the stipulations of the ECE regulations. In doing so, all required situations/parameters must be included. In such cases, the test report must indicate where the test procedure deviated from the Directive.

If additives are used for the regeneration of the filters, they should be stored in quantities sufficient for 100.000 km. This requirement, however, is not binding according to the regulations. A possible cleaning of the filter in connection with regular service and maintenance work cannot be cause for rejection. The particle filter system must be integrated fully into the OBD monitoring system. In analogy to the provisions of ECE Regulation 83, it is possible to group particle filter systems into families. As far as documentation is concerned, the procedure to be followed is analogous to that for OBD families.

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