

## Type-Approval Procedure

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

**Directives 97/68/EC and 2003/37/EC;**

**- Issue and recognition of approvals according to Directive 97/68/EC for engines in terms of the indication of their rated power**

#### Question or Problem:

According to the Directive 97/68/EC, the power of engines for mobile machinery is determined amongst others. The determined engine power is allocated to an engine category. For the respective engine category, an exhaust emission level is again defined which shall be complied with from a certain key date.

The engine power shall be determined according to Annex I, No. 2.4 and 2.5 of the Directive 97/68/EC. Pursuant to No. 2.5, the manufacturer decides the maximum full load speed allowed by the governor (effective power at rated speed). This could lead to the engine power at maximum speed being clearly below the engine power at lower speeds. By way of the amendment of 2012/46/EC Annex I, No. 9.1, it is now defined that the maximum value of the effective power is the crucial factor for allocating the engine to an engine category. The questions therefore arising are as follows:

1. Does the *Kraftfahrt-Bundesamt (KBA)* issue type approvals for engines according to the Directive 97/68/EC with regard to which the engine power of the engine at rated speed is below the engine power at another speed?
2. How does the *KBA* proceed with regard to the issue of approvals for vehicle types (e.g. for agricultural or forestry tractors) in terms of the installation of engines which were approved according to the Directive 97/68/EC?

#### Results:

1. The *KBA* continues to issue type approvals according to the Directive 97/68/EC with regard to which the engine power of the engine at rated speed is below the engine power at another speed. However, the type approval the maximum value of the engine power over the entire speed range has to be indicated. The maximum value of the engine power decides as to which engine category the engine is allocated and which exhaust emission level is to be observed.

Already issued type approvals for engines to date continue to be valid and may be extended as part of the definition criteria and the new definition for effective power.

2. As from now, the *KBA* issues vehicle type approvals - e.g. for agricultural or forestry tractors - as follows:
  - The vehicle type approvals already issued continue to be valid. Any engines existing in the vehicle type approvals with adjustment status prior to 2012/46/EC have a preservation of the status quo and may be continued to be used as part of the respective engine category up to the key dates.

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- The vehicle type approvals may be extended, however, no type approvals are any more included for engines for which the engine power was not reported according to the adjustment status 2012/46/EC.
- No new vehicle type approvals are issued with regard to which the engine power was not reported according to the adjustment status 2012/46/EC.

With regard to the recognition of engine type approvals from other member states for the purpose of issuing vehicle type approvals by the *KBA*, the points set out above apply accordingly.

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