

Informationssystem Typgenehmigungsverfahren

Directive 2005/55/EC;

- **Determining the equivalence with engines of categories M and N (Stage IIIB) according to Directive 97/68/EC and the use of such engines in municipal vehicles**

Question or issue:

Engines which are usually designed for light duty HGVs are often used in municipal vehicles (e.g. Other Multi-equipment carrier for vehicles). These vehicles are produced in comparatively small quantities. However, at present, small EURO VI diesel engines pursuant to Regulation (EC) 595/2009 are not yet available for such small series applications. Only engines approved pursuant to Directive 2005/55/EC are available which, for example, meet the requirements of Stage B2 according to this Directive.

In terms of their design and function, the specified vehicles mostly meet the definition of mobile machine [*mobile Maschine*] within the meaning of Directive 97/68/EC (vehicles with or without a superstructure, amongst others, which are not intended for the transport of persons or goods on the road and in which a combustion engine is installed pursuant to Directive 97/68/EC). Mostly, they also correspond to the definition of mobile machine [*selbstfahrende Arbeitsmaschine*] according to Article 3, No. 16 of Directive 2007/46/EC. They are not based on an ordinary HGV chassis.

For certain exhaust gas emission levels of Directive 2005/55/EC, Directive 97/68/EC provides for equivalence with the requirements set out in Directive 97/68/EC. However, it is not permitted to apply the flexibility scheme referred to in Directive 97/68/EC to approved engines according to Directive 2005/55/EC. Directive 2005/55/EC itself does also not provide for a flexibility scheme.

This leads to the following question:

Under which conditions is it possible to grant *Allgemeine Betriebserlaubnisse (ABE)* [general operating licences] pursuant to Section 20 *Straßenverkehrszulassungsordnung (StVZO)* [German Road Vehicle Registration Regulation] for municipal vehicles (e.g. Other Multi-equipment carrier for vehicles) if no engine approved according to Directive 97/68/EC is installed?

Results:

Directive 2005/55/EC is a single regulatory act as part of Directive 2007/46/EC. Directive 2007/46/EC provides for the possibility of evidencing the requirements set out in single regulatory acts using a whole vehicle type approval or a test report (mixed type approval).

With regard to engines according to Directive 2005/55/EC, whole vehicle type approvals must no longer be granted since 1 January 2014. However, in accordance with Directive 2007/46/EC, the *Kraftfahrt-Bundesamt (KBA)* [Federal Motor Transport Authority] accepts test reports for these engines where the compliance with the requirements of Stage B2 pursuant to Directive 2005/55/EC is confirmed.

These test reports can confirm equivalence of the engines with the engines of categories M and N (Stage IIIB) according to Directive 97/68/EC. Production of these engines may still continue until Stage IV (Category R) takes effect on 30 September 2014. The engines produced until that date may be installed in certain vehicles as bearing engines no longer than 30 September 2016 and then these vehicles may be placed on the market.

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Specific vehicles as defined above only refer to vehicle types which correspond to the definitions of mobile machine [*mobile Maschine*] pursuant to Directive 97/68/EC or of mobile machine [*selbstfahrende Arbeitsmaschine*] according to Article 3, No. 16 of Directive 2007/46/EC. However, this definition does not include vehicles which are based on an ordinary HGV chassis.

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