Commission Implementing Regulation (EU) 2017/1231 of 6 June 2017 amending Implementing Regulation (EU) 2017/1153 setting out a methodology for determining the correlation parameters necessary for reflecting the change in the regulatory test procedure for the purpose of clarifying procedural elements and amending Regulation (EU) No 1014/2010 (Text with EEA relevance)

COMMISSION IMPLEMENTING REGULATION (EU) 2017/1231

of 6 June 2017

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(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EC) No 443/2009 of the European Parliament and of the Council of 23 April 2009 setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO_2 emissions from light-duty vehicles[(1)], and in particular the first subparagraph of Article 8(9) and the first subparagraph of Article 13(7) thereof,

Whereas:

(1) The methodologies for determining the correlation parameters necessary for reflecting the change in the regulatory procedure are set out in Commission Implementing Regulation (EU) 2017/1153[(2)] and, with regard to light commercial vehicles, in Commission Implementing Regulation (EU) 2017/1152[(3)]. To facilitate the transition to the new regulatory test procedure for measuring CO_2 emissions and fuel consumption from light duty vehicles (the Worldwide Harmonised Light Vehicles Test Procedure, the WLTP), the correlation procedure for passenger cars should be aligned with that for light commercial vehicles to the extent possible.

(2) The designation of contact points at type approval authorities and technical services by Member States should be clarified so that the electronic signing keys needed for the formal correlation tool runs can be provided in an efficient and secure way.

(3) In the case of M1 vehicles with a technically permissible maximum laden mass of 3 000 kg or more, it is appropriate to provide manufacturers with the same possibility as for N1 vehicles to either derive NEDC road load coefficients from the WLTP tests or use the tabulated values set out in Table 3 of Annex 4a to Regulation No 83 of the Economic Commission for Europe of the United Nations (UNECE) (UN/ECE Regulation No 83)[(4)]. This should facilitate the type approval testing of this specific group of vehicles.

Changes to legislation: *There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2017/1231. (See end of Document for details)*

(4) Based on the further development of the correlation tool, certain input data parameters are no longer needed while other data of an administrative nature should be added to ensure a traceable and verifiable process.

(5) It is also appropriate to introduce the use of electronic hash codes for the correlation output files. Certain limited and non-confidential output of the correlation tool should be made available to the Commission to ensure the continuous development and improvement of the correlation tool and provide the means for further verification of the correlation results.

(6) The calculation of the NEDC CO_2 reference value should be simplified by removing the need for post-processing of the WLTP test results and the calculation of the delta between the correlation tool simulated WLTP CO_2 value and the NEDC CO_2 value. The new calculation method provides an absolute NEDC CO_2 reference value and any deviation of the correlation tool should be easily calculated and shown in the non-confidential summary output file. This approach reduces significantly the risk for errors in the calculation of the reference values.

(7) It is moreover appropriate to simplify the calculation of the combined and phase-specific fuel consumption values. The fuel consumption should be calculated from the final NEDC CO_2 value (declared, correlation tool, or physical test values) using the formulae specified in Annex XII to Commission Regulation (EC) No 692/2008[(5)].

(8) Annexes I and II to Implementing Regulation (EU) 2017/1153 should therefore be amended accordingly.

(9) The measures provided for in this Regulation are in accordance with the opinion of the Climate Change Committee,

HAS ADOPTED THIS REGULATION:

Article 1

Annex I to Implementing Regulation (EU) 2017/1153 is amended in accordance with Annex I to this Regulation.

Article 2

Annex I to Commission Regulation (EU) No 1014/2010[(6)] is amended in accordance with Annex II to this Regulation.

Article 3

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 6 June 2017.

For the Commission

The President

Jean-Claude JUNCKER

Changes to legislation: *There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2017/1231. (See end of Document for details)*

ANNEX I

Annex I to Implementing Regulation (EU) 2017/1153 is amended as follows:

(1) point 2.1.2 is replaced by the following:

2.1.2. *Designation of correlation tool users*

Member States shall inform the Commission of the respective contact points responsible for executing the correlation tool runs at the approval authority and, where applicable, at the technical services. Only one contact point per authority or service shall be designated. The information provided to the Commission shall include the following (the name of the organisation, the name of the person responsible, the postal address, the email address and the telephone number). This information shall be sent to the following functional mailbox[7]:

EC-CO2-LDV-IMPLEMENTATION@ec.europa.eu

Electronic signing keys for the purpose of the execution of the correlation tool shall be provided only at the request of the contact point[8]. The Commission shall publish guidance on the procedure to follow for such requests.;

(2) in point 2.2, points (a) and (b) are replaced by the following:

(a) In the case two type approval tests are performed, the test results with the highest combined CO_2 emissions shall be used;

(b) In the case three type approval tests are performed, the test results with the median combined CO_2 emissions shall be used.;

(3) point 2.3.1 is replaced by the following:

2.3.1. *Determination of the NEDC vehicle inertia*

The NEDC reference mass of vehicles H and, where applicable, of vehicles L and R shall be determined as follows:

$RM_{n,L} = (MRO_L - 75 + 100)$ [kg]

$RM_{n,H} = (MRO_H - 75 + 100)$ [kg]

$RM_{n,R} = (MRO_R - 75 + 100)$ [kg]

Where,

Vehicle R is the representative vehicle of the Road Load Matrix Family as defined in point 5.1 of Sub-Annex 4 to Annex XXI to Commission Regulation (EU) 2017/1151[9];

MRO is the mass in running order as defined in Article 2(4)(a) of Commission Regulation (EU) No 1230/2012[10] for vehicles H, L and R respectively.

The reference mass to be used as input for the simulations and, where applicable, for a physical vehicle test shall be the inertia value set out in Table 3 of Annex 4a to UN/ECE Regulation No 83 which is equivalent to the reference mass, RM, determined in accordance with this point and referred to as $TM_{n,L}$, $TM_{n,H}$ and $TM_{n,R}$;;

(4) points 2.3.5 and 2.3.6 are replaced by the following:

2.3.5. *Determination of the difference in tyre pressure prescriptions*

***Changes to legislation:** There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2017/1231. (See end of Document for details)*

According to point 6.6.3 of Appendix 3 to Annex I to Regulation (EU) 2017/1151, the lowest recommended tyre pressure for the vehicle test mass shall be used during the coast down for the road load determination, while this is not specified in the NEDC. The tyre pressure to be taken into account for the purpose of calculating the NEDC road load in accordance with point 2.3.8 shall be the average between the two axles of the average between the minimum and maximum tyre pressure permitted for the selected tyres on each axle for the NEDC reference mass of the vehicle. The calculation shall be carried out for vehicle H and, where applicable, for vehicles L and R with the following formulae:

For vehicle H:

$$P_{avg,H} = \left(\frac{P_{max,H}+P_{min,H}}{2}\right)$$

For vehicle L:

$$P_{avg,L} = \left(\frac{P_{max,L}+P_{min,L}}{2}\right)$$

For vehicle R:

$$P_{avg,R} = \left(\frac{P_{max,R}+P_{min,R}}{2}\right)'$$

Where,

$P_{max,}$ is the average of the maximum tyre pressures of the selected tyres for the two axles;

$P_{min,}$ is the average of the minimum tyre pressures of the selected tyres for the two axles.

The corresponding effect in terms of resistance applied to the vehicle shall be calculated using the following formulae for vehicles H, L and R:

For vehicle H:

$$TP_H = \left(\frac{P_{avg,H}}{P_{min,H}}\right)^{-0,4}$$

For vehicle L:

$$TP_L = \left(\frac{P_{avg,L}}{P_{min,L}}\right)^{-0,4}$$

For vehicle R:

$$TP_R = \left(\frac{P_{avg,R}}{P_{min,R}}\right)^{-0,4}$$

2.3.6. *Determination of the tyre tread depth (TTD)*

According to point 4.2.2.2 of Sub-Annex 4 to Annex XXI to Regulation (EU) 2017/1151 the minimum tyre tread depth is 80 % for the WLTP test, while pursuant to point 4.2 of Appendix 7 to Annex 4a to UN/ECE Regulation No 83, the minimum allowed tyre tread depth for the purpose of the NEDC test is 50 % of the nominal value. That results in an average difference of 2 mm in tread depth between the two procedures. The corresponding effect in terms of the resistance applied to the vehicle shall be determined for the purpose of the NEDC road load calculation in point 2.3.8 in accordance with the following formulae for vehicles H, L and R:

For vehicle H:

$$TTD_H = \left(2 \times \frac{0,1 \times RM_{n,H} \times 9,81}{1000}\right)$$

For vehicle L:

$$TTD_L = \left(2 \times \frac{0,1 \times RM_{n,L} \times 9,81}{1000}\right)$$

For vehicle R: