COMMISSION

COMMISSION DIRECTIVE

of 14 July 1978

adapting to technical progress Directive 70/220/EEC on the approximation of the laws of the Member States relating to measures to be taken against pollution of the air by gases from positive ignition engines installed in motor vehicles

(78/665/EEC)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community,

Having regard to Council Directive 70/156/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers (1), as amended by the Act of Accession, and in particular Articles 11, 12 and 13 thereof,

Having regard to Council Directive 70/220/EEC of 20 March 1970 on the approximation of the laws of the Member States relating to measures to be taken against pollution of the air by gases from positive-ignition engines of motor vehicles (2), as amended by the Act of Accession, and in particular Article 5 thereof,

Whereas the first European Community programme of action on the environment approved on 22 November 1973 provides that Directives may be amended in order to take account of the most recent scientific progress and more specifically as regards the pollution of air by gases from spark-ignition engines;

Whereas the maximum permissible limits for carbon monoxide and unburnt hydrocarbons emitted by spark-ignition engines fitted to motor vehicles were laid down in Directive 70/220/EEC; whereas these limits were initially reduced by Council Directive 74/290/EEC of 28 May 1974 (3), and permissible limits for nitrogen oxide emissions were added by Commission Directive 77/102/EEC of 30 November 1976 (4);

Whereas the requirements relating to the protection of public health and the environment require a further short term reduction in these limits; whereas the technical advances made in engine design now enable a reduction of this type to be made without running counter to Community policy aims in other fields and in particular that of the rational use of energy;

Whereas the measures provided for in this Directive are in accordance with the opinion of the Committee on the Adaptation to Technical Progress of the Directives aimed at the Removal of Technical Barriers to Trade in the Motor-Vehicle Sector,

HAS ADOPTED THIS DIRECTIVE:

Article 1

Annexes I, II, III, V and VII to Directive 70/220/EEC, as amended by Directive 74/290/EEC and by Directive 77/102/EEC, are hereby amended in accordance with the Annex to this Directive.

(1) OJ No L 42, 23. 2. 1970, p. 1.
(2) OJ No L 76, 6. 4. 1970, p. 1.
(3) OJ No L 159, 15. 6. 1974, p. 61.
(4) OJ No L 32, 3. 2. 1977, p. 32.

Article 2

1. From 1 April 1979, the Member States shall neither, on grounds relating to air pollution by gases from an engine:

— refuse to grant EEC type-approval, or to issue the documents referred to in the last indent of Article 10 (1) of Directive 70/156/EEC, or to grant national type-approval of a type of motor vehicle, nor

— prohibit the entry into service of such vehicles,

where the level of gaseous pollutants emitted from this type of motor vehicle or from such vehicles meets the requirements of Directive 70/220/EEC, as last amended by this Directive.

2. From 1 October 1979, Member States:

— shall no longer issue the document provided for in the last indent of Article 10 (1) of Directive 70/156/EEC in respect of a type of motor vehicle which emits gaseous pollutants at levels which do not meet the requirements of Directive 70/220/EEC, as last amended by this Directive,

— may refuse national type-approval of a type of motor vehicle which emits gaseous pollutants at levels which do not meet the requirements of Directive 70/220/EEC, as last amended by this Directive.

3. From 1 October 1981, Member States may prohibit the entry into service of vehicles which emit gaseous pollutants at levels which do not meet the requirements of Directive 70/220/EEC, as last amended by this Directive.

4. Before 1 January 1979, Member States shall put into force the provisions required in order to comply with this Directive and shall forthwith inform the Commission thereof.

Article 3

This Directive is addressed to the Member States.

Done at Brussels, 14 July 1978.

For the Commission

Étienne DAVIGNON

Member of the Commission

ANNEX

AMENDMENTS TO THE ANNEXES TO DIRECTIVE 70/220/EEC, AS AMENDED BY DIRECTIVES 74/290/EEC AND 77/102/EEC

I. General provisions relating to units of measurement

The provisions of Directive 70/220/EEC shall be aligned with Directive 71/354/EEC, as last amended by Directive 76/770/EEC, relating to units of measurement.

In the Annexes to Directive 70/220/EEC:

— the words 'reference weight' and 'maximum weight' shall be replaced by the words 'reference mass' and 'maximum mass';

— the pressure values indicated in millimetres of mercury and in millimetres water gauge shall be replaced by the values indicated in millibars in accordance with the formula:

  — 1 mm Hg = 1·33322 mbar,

  — 1 mm H_2O = 0·0980665 mbar;

— the power values shall be indicated in kilowatts instead of horsepower or chevaux vapeur in accordance with the formula:

  — 1 CV = 0·735498 kW,

  — 1 hp = 0·7457 kW.

II. Individual provisions

ANNEX I

DEFINITIONS, APPLICATION FOR EEC TYPE-APPROVAL AND TEST SPECIFICATIONS

Point 1.2 to read:

'1.2. **Reference mass**

"Reference mass" means the mass of the vehicle in running order less the uniform mass of the driver of 75 kg and increased by a uniform mass of 100 kg.'

Add a new point 1.2.1 as follows:

'1.2.1. "Mass of the vehicle in running order" means the mass defined under point 2.6 of Annex I to Directive 70/156/EEC.'

In point 3.2.1.1.4 the table shall be replaced by the following:

Reference mass (kilograms) RW	Mass of carbon monoxide (grams per test) L1	Mass of hydrocarbons (grams per test) L2	Mass of nitrogen oxides expressed in No_2 equivalent (grams per test) L3
RW ≤ 750	65	6·0	8·5
750 < RW ≤ 850	71	6·3	8·5
850 < RW ≤ 1 020	76	6·5	8·5
1 020 < RW ≤ 1 250	87	7·1	10·2
1 250 < RW ≤ 1 470	99	7·6	11·9
1 470 < RW ≤ 1 700	110	8·1	12·3
1 700 < RW ≤ 1 930	121	8·6	12·8
1 930 < RW ≤ 2 150	132	9·1	13·2
2 150 < RW	143	9·6	13·6

Point 3.2.1.1.4.1 to read:

'3.2.1.1.4.1. However, until 1 October 1981, for type-approval in respect of emissions of vehicles of category M_1 equipped with automatic transmissions, the limits L3 for nitrogen-oxide emissions given in the table in point 3.2.1.1.4 shall be multiplied by the factor 1·25.

Concerning vehicles other than those of category M_1, the limits for nitrogen-oxide emissions remain those given in point 3.2.1.1.4 of Directive 77/102/EEC, multiplied by the factor 1·25.'

Point 3.2.1.2.2 to read:

'3.2.1.2.2. The carbon monoxide content by volume of the exhaust gases emitted with the engine idling must not exceed 3·5 %. When a check is made in accordance with the provisions of Annex IV, under operating conditions not in conformity with the standards recommended by the manufacturer (configuration of the adjustment components), the maximum content measured by volume shall not exceed 4·5 %.'

Point 4.2.2 'Ratio E' shall be as follows: 'E ≤ 8 %'.

Point 4.2.3 'Ratio E' shall be as follows: 'E > 8 % and E ≤ 13 %'.

In point 5.1.1.1 the table shall be replaced by the following:

Reference mass (kilograms) RW	Mass of carbon monoxide (grams per test) L1	Mass of hydrocarbons (grams per test) L2	Mass of nitrogen oxides expressed in NO_2 equivalent (grams per test) L3
≤ 750	78	7·8	10·2
750 < RW ≤ 850	85	8·2	10·2
850 < RW ≤ 1 020	91	8·5	10·2
1 020 < RW ≤ 1 250	104	9·2	12·2
1 250 < RW ≤ 1 470	119	9·9	14·3
1 470 < RW ≤ 1 700	132	10·5	14·8
1 700 < RW ≤ 1 930	145	11·2	15·4
1 930 < RW ≤ 2 150	158	11·8	15·8
2 150 < RW	172	12·5	16·3