

EUROMOT POSITION

04 April 2014



Euromot Position on setting HC limit for gaseous-fuelled non-road, inland waterway & rail engines for categories with combined NOx+HC limit

Purpose of position

- **Other stakeholders have indicated that they do not consider existing DG Entr proposal on determination of HC limit for gaseous-fuelled engines provides sufficient control of emissions for engines where NOx + HC are combined into a single limit value**
- **Purpose of this position paper is to propose adaptation of existing DG Entr proposal for these engine categories**
- **This paper does not propose any change to DG Entr proposal for engines with a separate HC limit**

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ENGINE IN SOCIETY

A European Interest Representative (EU Transparency Register Id. No. 6284937371-73)

A Non Governmental Organisation in observer status with the UN Economic Commission for Europe (UNECE) and the International Maritime Organisation (IMO)

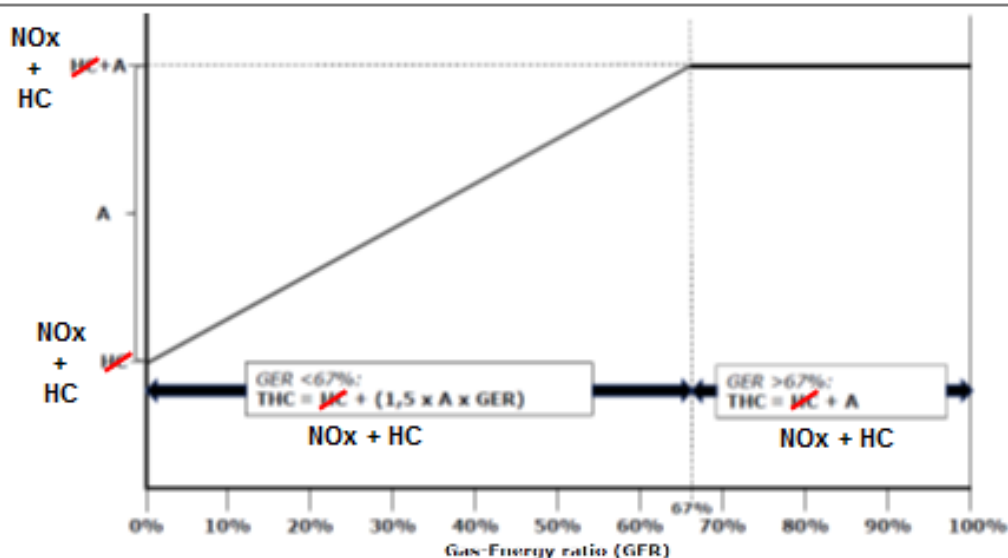
Proposed approach

- **For all GER apply a THC limit value as a function of GER using the following criteria:**
 - Calculate THC_{GER} using following equation:
 - $THC_{GER} = (NOx+HC) + (1.5 \times A \times GER)$
 - If $THC_{GER} \leq (NOx+HC)+A$ then $THC = THC_{GER}$
 - If $THC_{GER} > (NOx+HC)+A$ then $THC = (NOx+HC)+A$
- **For any engine operated on natural gas with GER > 0 apply the following:**
 - Measure and record cycle NOx and THC separately
 - Measured cycle-weighted NOx shall not exceed limit of $(NOx+HC) - 0.19$ g/kWh
 - Measured cycle-weighted HC shall not exceed $THC - \text{measured NOx}$

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Proposed approach



Max NOx value = $(NOx + HC) - 0.19$, Max HC value = $THC - \text{measured NOx}$

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For more information please contact:

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