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
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} ≤ (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 − measured NOx
For more information please contact:

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