

Datum
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Handläggare
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Swedish comments for the development of Directive 2014/45/EU

Questions brought up during the RWEG meeting on the 21st of September
2022

- PN-measurements in PTI?
SE- supports the introduction of PN-measurements and would like to introduce the method in directive 2014/45/EU replacing the outdated Opacity measurement. We would like to have a common agreement on the pass/fail values proposed but first after understanding some concerns. Is there a conflict between the proposed pass/fail value and annex 1, point 1 section 5 in 2014/45/EU (the type approval level which is the basis for putting a vehicle on the market). Can a vehicle that failed the lower pass/fail value (250.000) be repaired?
- NOx- measurement?
SE- supports the introduction of a NOx measurement. Test method must be reliable and relatively simple. We would like to make considerations when method and pass/fail criteria are more developed.
- OBD diagnostic function as replacement for inspection of electronic systems
SE- supports the use of diagnostic tools or vehicle self-check systems.
The use of diagnostic systems should be limited to verifying the functionality of the diagnostic system. Already agreed in the regulation 2019/621/EU annex, general 1.
We cannot see the benefit of testing functionality on system or component level. Functionality of many new systems are critical and cannot be inspected at PTI but needs a continuous monitoring. Unfortunately many of the diagnostic systems are not regulated and a further development of type approval requirement is necessary with inclusion of provisions for PTI were relevant.
- More information about vehicles and vehicle systems
SE- would like to understand what added information is needed and relevant for the inspections. Such information is already available through the regulation 2019/621. If that information is not enough or does not work as seem to be the case we would like to know what can be done to improve the regulation and if it should be revised.
- Proposal to make technical details and requirements in a Commission delegated act?

- SE- agrees that technical details in general should not be handled by the council and the EP. Sweden has previously suggested to evaluate the possibility to adopt technical requirement of Rule 1 to the 1997 UN agreement possibly introduced by Commission implementing act or delegated act. (Already the main procedure for type approval of vehicles). We are flexible on how the need for quicker technical updates is met.