

国际汽车标准法规中文译本

The Chinese Edition

of the International Automotive Standards and Regulations

欧盟理事会汽车排放控制指令

88/77/EEC(2001/27/EC)

European Union Council Directive

88/77/EEC(2001/27/EC)

出版单位:

大众汽车(中国)投资有限公司

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上海柴油机有限公司发动机研究所





前 言

由大众汽车(中国)投资有限公司和中国汽车技术研究中心共同推出的中文版车用柴油机欧洲 III 号 / IV 号排放法规出版了。该中文版法规是为了给中国汽车工业的相关部门,特别是负责汽车排放标准法规制修订的主管部门,在制定更为严格的汽车排放控制标准法规时提供必要的技术支持。

随着中国社会经济的发展,对交通的需求也在迅速增加,这使得中国汽车工业保持着强劲的发展势头。大众汽车公司在欧洲的经验证明,可持续发展的交通是保证社会可持续发展的关键因素。为此,大众汽车公司与中国汽车技术研究中心携手并肩,为中国的汽车排放控制工作提供力所能及的支持。同时我们也认为,中国计划在 2010 年前争取汽车排放控制标准法规与国际惯例接轨是一个非常正确的决策。

作为中国人民可靠的合作伙伴,大众汽车公司一直关注中国汽车工业的健康发展,并为此作出了不懈的努力。作为中国最著名的汽车技术研究及试验机构之一,中国汽车技术研究中心对中国汽车工业的健康发展也作出了应有的贡献。大众汽车公司与中国汽车技术研究中心保持着长期友好的合作关系,取长补短,共同进步。

作为这种长期合作的成果之一,大众汽车公司在 2000 年 4 月正式成为中国汽车标准化技术委员会的第一个海外会员。通过双方卓有成效的信息交换,对于中国汽车工业标准法规的发展起到了积极的促进作用。大众汽车公司通过赞助相关的活动,也为中德双方专家的技术交流提供了相应的机会。

本法规中文译本的出版得益于中国汽车工程学会汽车排放与节能专业委员会和上海柴油机有限公司发动机研究所的大力支持,本译本的编辑、翻译、校对和审核工作由许拔民、方茂东、孟昭智先生和苗琦女士负责进行,在此我们表示衷心的感谢。

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大众汽车(中国)投资有限公司

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COUNCIL DIRECTIVE

of 3 December 1987

on the approximation of the laws of the Member States relating to the measures to be taken against the emission of gaseous and particulate pollutants from compression ignition engines for use in vehicles, and the emission of gaseous pollutants from positive ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles

(88/77/EEC)

(as last amended by 2001/27/EC)

Directive and Amendments

88/77/EEC	of 03.12.1987	OJ No. L36	of 09.02.1988
91/542/EEC	of 01.10.1991	OJ No. L295	of 25.10.1991
96/1/EC	of 22.01.1996	OJ No. L40	of 17.02.1996
1999/96/EC	of 13.12.1999	OJ No. L44	of 16.02.2000
2001/27/EC	of 10.04.2001	OJ No. L107	of 18.04.2001



理事会指令

1987 年 12 月 3 日

关于协调各成员国有关采取措施防止用于车辆的压燃式发动机排放的气体 and 微粒污染物，
以及用于车辆的燃用天然气或液化石油气的点燃式发动机排放的气体污染物的法律

(88/77/EEC)

(最新修订版 2001/27/EC)

指令和修订

88/77/EEC	03.12.1987	第 L36 号公报	09.02.1988
91/542/EEC	01.10.1991	第 L295 号公报	25.10.1991
96/1/EC	22.01.1996	第 L40 号公报	17.02.1996
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**COUNCIL DIRECTIVE**

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(88/77/EEC)

(as last amended by 2001/27/EC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 100A thereof,

Having regard to the proposal from the Commission ⁽¹⁾,

In cooperation with the European Parliament ⁽²⁾,

Having regard to the opinion of the Economic and Social Committee ⁽³⁾,

Whereas it is important to adopt measures with the aim of progressively establishing the internal market over a period expiring on 31 December 1992; whereas the internal market shall comprise an area without internal frontiers in which the free movement of goods, persons, services and capital is ensured;

Whereas the first programme of action of the European Communities on the protection of the environment, approved by the Council on 22 November 1973, called for account to be taken of the latest scientific advances in combating atmospheric pollution caused by gases emitted from motor vehicles and for Directives adopted previously to be amended accordingly; whereas the third programme of action provides for additional efforts to be made to reduce considerably the present level of emissions of pollutants from motor vehicles;

Whereas the technical requirements which motor vehicles must satisfy pursuant to national laws relate, inter alia, to the emission of gaseous pollutants from diesel engines for use in vehicles;

Whereas those requirements differ from one Member State to another; whereas these differences could restrict the free circulation of the products in question; whereas it is therefore necessary that all the Member States adopt the same requirements either in addition to or in place of their existing rules, in order, in particular, to permit the implementation, for each vehicle type, of the EEC type-approval, which was the subject of 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 ⁽⁴⁾, as last amended by Directive 87/403/EEC ⁽⁵⁾;

Whereas it is desirable to follow the technical requirements adopted by the United Nations Economic Commission for Europe in its Regulation No 49 (uniform provisions concerning the approval of diesel engines with regard to the emission of gaseous pollutants), which is annexed to the Agreement of 20 March 1958 concerning the adoption of uniform conditions of approval and reciprocal recognition of approval for motor vehicle equipment and parts;

Whereas the Commission has undertaken to submit proposals to the Council, not later than the end of 1988, regarding a further reduction of the limit values for the three pollutants which are the subject of this Directive and the fixing of limit values for particulate emissions.

HAS ADOPTED THIS DIRECTIVE:

⁽¹⁾ OJ N° C 193, 31.7.1986, p. 3.

⁽²⁾ Position of Parliament on 18 November 1987 (OJ N° C 345, 21.12.1987, p.61.)

⁽³⁾ OJ N° C 333, 29.12.1986, p. 17.

⁽⁴⁾ OJ N° C 42, 23.2.1970, p. 1.

⁽⁵⁾ OJ N° C 229, 8.8.1987, p. 34.



理事会指令

1987 年 12 月 3 日

关于协调各成员国有关采取措施防止用于车辆的压燃式发动机排放的气态和微粒污染物，以及用于车辆的
燃用天然气或液化石油气的点燃式发动机排放的气态污染物的法律

(88/77/EEC)

(最新修订版 2001/27/EC)

欧洲共同体理事会

考虑了建立欧洲经济共同体的条约，特别是其中的第 100A 条，

考虑了委员会的提议⁽¹⁾，

与欧洲议会合作⁽²⁾，

考虑了经济和社会委员会的意见⁽³⁾，

鉴于在 1992 年 12 月 31 日前的期间内，采取措施逐步完成建立内部市场的目标的重要性；鉴于此内部市场应当是这样一种区域，在此区域内没有内部界限，以保证货物、人员、服务和资金的自由流动，

鉴于 1973 年 11 月 22 日由理事会通过的欧共体在环境保护方面的第一个行动计划，号召采取最新的科学方法治理机动车排放的气体导致的大气污染，并将此前实施的指令作相应修改；鉴于第三个行动计划将作进一步努力，为大幅度降低机动车污染物现有的排放水平作准备；

鉴于机动车必须满足各国有关法律规定的技术要求，特别是车辆使用的柴油机排放的气态污染物的要求；

鉴于各成员国的技术要求不尽相同；鉴于这些差异可能会限制上述产品之间的自由流通；所以有必要让所有成员国采取统一要求，添加到或取代掉他们现有的法规，特别是为了让每一种车型实施 EEC 型式认证，这正是 1970 年 2 月 6 日 70/156/EEC 理事会指令⁽⁴⁾——关于协调各成员国有关机动车及其挂车型式认证的各项法律——的主题，此指令的最新修订版为 87/403/EEC⁽⁵⁾ 指令；

鉴于遵循联合国欧洲经济委员会第 49 号法规（关于就气态污染排放物认证柴油机的统一规定）的技术要求是合乎需要的，此法规附属于 1958 年 3 月 20 日关于对机动车辆装备和部件采用统一认证条件并相互承认认证结果的协议书；

鉴于委员会已承诺在不迟于 1988 年底前向理事会提出对三种污染物的限值作进一步降低的建议，这正是此指令和确定微粒排放物限值的主题，

采纳了本指令：

⁽¹⁾ 1986 年 7 月 31 日 C 193 号公报第 3 页。

⁽²⁾ 1987 年 11 月 18 日议会主张（1987 年 12 月 21 日 C 345 号公报第 61 页）。

⁽³⁾ 1986 年 12 月 29 日 C 333 号公报第 17 页。

⁽⁴⁾ 1970 年 2 月 23 日 L 42 号公报第 1 页。

⁽⁵⁾ 1987 年 8 月 8 日 L 220 号公报第 44 页。



Article 1

The Annexes to Directive 88/77/EEC are amended in accordance with the Annex to this Directive.

For the purposes of this Directive:

- "vehicle" means any vehicle as defined in Annex II section A to Directive 70/156/EEC propelled by a compression ignition or gas engine, with the exception of vehicles of category M_1 with a technically permissible maximum laden mass less than or equal to 3,5 t,
- "compression ignition or gas engine" means the motive propulsion source of a vehicle for which type approval, as a separate technical unit as defined in Article 2 of Directive 70/156/EEC, can be granted.
- "EEV" means enhanced environmentally friendly vehicle which is a vehicle propelled by an engine which complies with the permissive emission limit values given in row C of the Tables given in section 6.2.1 of Annex I.

Article 2

1. With effect from 1 October 2001, no Member State may:

- (a) refuse to grant EEC type-approval, or to issue the document provided for in the last indent of Article 10 (1) of Directive 70/156/EEC, or to grant national type-approval for a type of vehicle propelled by a compression-ignition or gas engine, or
- (b) prohibit the registration, sale, entry into service or use of such new vehicles, or
- (c) refuse to grant EEC type-approval, or to grant national type-approval for a type of compression-ignition or gas engine, or
- (d) prohibit the sale or use of new compression-ignition or gas engines,

if the appropriate requirements of Directive 88/77/EEC, as amended by this Directive, are satisfied.

2. With effect from 1 October 2001, Member States:

- (a) may no longer grant EC type-approval or issue the document provided for in the last indent of Article 10(1) of Directive 70/156/EEC, and
- (b) shall refuse national type-approval

for types of compression-ignition or gas engines and types of vehicle propelled by a compression-ignition or gas engine where the requirements of Directive 88/77/EEC, as amended by this Directive, are not met.

3. With effect from 1 October 2001 and except for vehicles and engines intended for export to non-member countries and except for replacement engines for in-service vehicles, Member States shall:

- (a) consider certificates of conformity which accompany new vehicles or new engines pursuant to Directive 70/156/EEC as no longer valid for the purpose of Article 7(1) of that Directive, and
- (b) prohibit the registration, sale or entry into service or use of new vehicles and the sale and use of new engines for types of compression-ignition engines and type of vehicle propelled by a compression-ignition engine where the requirements of Directive 88/77/EEC, as amended by this Directive, are not met.

4. With effect from 1 October 2003 and except for vehicles and engines intended for export to non-member countries and except for replacement engine for in-service vehicles, Member States shall:

- (a) consider certificates of conformity which accompany new vehicles or new engines pursuant to Directive 70/156/EEC as no longer valid for the purpose of Article 7(1) of that Directive, and
- (b) prohibit the registration, sale or entry into service or use of new vehicles and the sale and use of new engines for types of gas engines and type of vehicle propelled by a gas engine where the requirements of Directive 88/77/EEC, as amended by this Directive, are not met.

5. Member States shall consider compliance with the requirements of this Directive as an extension of the type-approval only in the case of a new compression-ignition engine or a new vehicle propelled by a compression-ignition engine where a type-approval has previously been granted to the requirements of Directive 88/77/EEC, as amended by Directive 1999/96/EC. With respect to these vehicles, the requirements of Article 2(3) are applicable from 1 April 2002.

**第 1 条**

88/77/EEC 指令的各附件是根据本指令各附件修订的。

在本指令中:

- “车辆”指 70/156/EEC 附件 II 第 A 条定义的装用压燃式发动机或燃气发动机的任何车辆, 不包括技术上最大允许承载质量⁽¹⁾小于或等于 3.5t 的 M₁ 类车辆。
- “压燃式发动机或燃气发动机”指车辆的驱动源, 它的型式认证可以作为 70/156/EEC 第 2 条定义的单独技术总成得到批准。
- “EEV”指增强的环境友好车辆, 驱动它的发动机满足附件 I 第 6.2.1 条各表中 C 阶段给出的排放限值。

第 2 条

1. 自 2001 年 10 月 1 日起, 如果满足了经本指令修订的 88/77/EEC 指令中的相应要求, 任何成员国都不可以
 - (a) 拒绝为压燃式发动机或燃气发动机驱动的车型, 批准 EEC 型式认证, 或拒绝颁发 70/156/EEC 指令最新版本第 10 (1) 条中规定的文件, 或拒绝批准本国的型式认证, 或
 - (b) 禁止注册、出售、服役或使用这种新型车, 或
 - (c) 拒绝为压燃式发动机或燃气发动机机型批准 EEC 或本国的型式认证, 或
 - (d) 禁止出售或使用新型压燃式发动机或燃气发动机。
2. 自 2001 年 10 月 1 日起, 对于压燃式发动机或燃气发动机机型, 或者对于压燃式发动机或燃气发动机驱动的车型, 如果不能满足经本指令修订的 88/77/EEC 指令中的要求, 成员国:
 - (a) 可以不再批准 EC 型式认证, 或颁发 70/156/EEC 指令最新版本第 10 (1) 条中规定的文件, 以及
 - (b) 应拒绝本国型式认证。
3. 自 2001 年 10 月 1 日起, 对于压燃式发动机机型和压燃式发动机驱动的车型, 如果不能满足经本指令修订的 88/77/EEC 指令中的要求, 各成员国:
 - (a) 根据 70/156/EEC 指令第 7 (1) 条, 该指令规定的随同新型车或新型发动机一起的一致性证书应不再认为有效, 以及
 - (b) 应禁止注册、出售、服役或使用这种新型车, 并禁止出售或使用这种新型发动机, 但出口到非成员国的车辆和发动机, 以及作为在用车的替换发动机除外。
4. 自 2003 年 10 月 1 日起, 对于燃气发动机机型和燃气发动机驱动的车型, 如果不能满足经本指令修订的 88/77/EEC 指令中的要求, 各成员国:
 - (a) 根据 70/156/EEC 指令第 7 (1) 条的规定, 随同新型车或新型发动机一起的一致性证书应不再认为有效, 以及
 - (b) 应禁止注册、出售、服役或使用这种新型车, 并禁止出售或使用这种新型发动机, 但出口到非成员国的车辆和发动机, 以及用作在用车的替换发动机除外。
5. 只有在新型压燃式发动机或压燃式发动机驱动的新型车辆, 先前已经经 1999/96/EC 指令修订的 88/77/EEC 指令中的要求批准过认证的情况下, 各成员国才应以型式认证的扩展考虑是否满足本指令的要求。至于这些车辆, 第 2 (3) 条的要求从 2002 年 4 月 1 日起生效。

⁽¹⁾ 根据 70/156/EEC 附件 II 第 A 条, “技术上最大允许承载质量”系指“最大质量”。—校者注

**Article 3**

1. The Member State which has granted type-approval of a type of diesel engine shall take the necessary measures to ensure that it is informed of any modification of a part or characteristic referred to in section 2.3 of Annex 1. The competent authorities of that Member State shall decide whether fresh tests should be carried out on the modified engine and a fresh report drawn up. Where the tests reveal failure to comply with this Directive, the modification shall not be approved.
2. The Member State which has granted type-approval of a vehicle type in respect of its diesel engine shall take the necessary measures to ensure that it is informed of any modification of such vehicle type as regards the engine installed. The competent authorities of that Member State shall decide whether after such a modification, measures in application of Directive 70/156/EEC, especially of Article 4 or of Article 6 thereof, must be taken.

Article 4

The modifications necessary for adapting the requirements of the Annexes so as to take account of technical progress shall be adopted in accordance with the procedure laid down in Article 13 of Directive 70/156/EEC.

Article 5

1. Member States shall bring into force the laws, regulations, and administrative provisions necessary to comply with the Directive by 1 July 1988. They shall forthwith inform the Commission thereof.
2. As soon as this Directive has been notified, Member States shall also ensure that the Commission is informed, in sufficient time for it to submit its comments of any draft major laws, regulations or administrative provisions which they intend to adopt in the field covered by this Directive.

Article 6

Not later than the end of 1988, the Council will consider, on the basis of a proposal from the Commission, a further reduction of the limit values for the three pollutants concerned by this Directive and the fixing of limit values for particulate emissions.

Article 7

This Directive is addressed to the Member States.

Done at Brussels, 3 December 1987.

For the Council

The President

Chr. CHRISTENSEN

**第 3 条**

1. 批准柴油机机型型式认证的成员国, 应采取必要措施, 以确保附件 I 第 2.3 条所涉及的部件和特性的任何修改都被告知。该成员国的主管部门应作出决定, 修改后的发动机是否应重新进行试验, 是否应重新起草报告。若重新试验显示出不满足本指令的要求, 则不应批准该修改。
2. 就其柴油机批准车型型式认证的成员国, 应采取必要措施, 以确保该车型所安装发动机的任何修改都被告知。该成员国的主管部门应作出决定, 这样修改后, 是否必须采取 70/156/EEC 指令的措施, 特别是其中第 4 条或第 6 条的措施。

第 4 条

考虑到技术进步, 各附件的要求需要进行修改, 此修改应采用 70/156/EEC 指令第 13 条规定的规程。

第 5 条

1. 1988 年 7 月 1 日前, 各成员国应使符合本指令所必需的法律、法规和管理规定生效。各成员国应立即将这些通告委员会。
2. 一旦通报了本指令, 各成员国也应通知其委员会, 并确保给予足够时间, 以便提交他们想在本指令范围内被采纳的任何主要法律草案、法规或管理规定。

第 6 条

最迟在 1988 年底, 理事会将根据委员会的意见, 考虑进一步降低本指令提及的三种污染物的限值以及修改微粒排放物的限值。

第 7 条

本指令发至各成员国。

1987 年 12 月 3 日订于布鲁塞尔。

理事会主席

Chr. CHRISTENSEN



**TRANSITIONAL PROVISIONS OF DIRECTIVE 1999/96/EC OF THE EUROPEAN PARLIAMENT
AND OF THE COUNCIL**

Article 2

1. With effect from 1 July 2000, no Member State may, on grounds relating to the gaseous and particulate pollutants and opacity of smoke emissions from an engine:
- refuse to grant EC type-approval, or to issue the document provided for in the last indent of Article 10(1) of Directive 70/156/EEC, or to grant national type-approval for a type of vehicle propelled by a compression ignition or gas engine, or
 - prohibit the registration, sale, entry into service or use of such new vehicles, or
 - refuse to grant EC type-approval for a type of compression ignition or gas engine, or
 - prohibit the sale or use of new compression ignition or gas engines,

if the appropriate requirements of the Annexes to Directive 88/77/EEC, as amended by this Directive, are satisfied in particular where the emissions of gaseous and particulate pollutants and opacity of smoke from the engine comply with the limit values set out in either row A or row B1 or B2 or the limit values set out in row C of the Tables in section 6.2.1 of Annex I to Directive 88/77/EEC, as amended by this Directive.

2. With effect from 1 October 2000, Member States:

- may no longer grant EC type-approval or issue the document provided for in the last indent of Article 10(1) of Directive 70/156/EEC, and
- shall refuse national type-approval,

for types of compression ignition or gas engines and types of vehicle propelled by compression ignition or gas engine where the emissions of gaseous and particulate pollutants and opacity of smoke from the engine do not comply with the limit values set out in row A of the tables in section 6.2.1 of Annex I to Directive 88/77/EEC, as amended by this Directive.

3. With effect from 1 October 2001 and except for vehicles and engines intended for export to third countries and except for replacement engines for in-service vehicles, Member States shall:

- consider certificates of conformity which accompany new vehicles or new engines pursuant to Directive 70/156/EEC as no longer valid for the purpose of Article 7(1) of that Directive, and
- prohibit the registration, sale, entry into service or use of new vehicles propelled by a compression ignition or gas engine and the sale and use of new compression ignition or gas engines,

where the emissions of gaseous and particulate pollutants and opacity of smoke from the engine do not comply with the limit values set out in row A of the tables in section 6.2.1 of Annex I to Directive 88/77/EEC, as amended by this Directive.

4. With effect from 1 October 2005, Member States:

- may no longer grant EC type-approval or issue the document provided for in the last indent of Article 10(1) of Directive 70/156/EEC, and
- shall refuse national type-approval,

for types of compression ignition or gas engines and types of vehicle propelled by a compression ignition or gas engine where the emissions of gaseous and particulate pollutants and opacity of smoke from the engine do not comply with the limit values set out in row B1 of the tables in section 6.2.1 of Annex I to Directive 88/77/EEC, as amended by this Directive.

5. With effect from 1 October 2006 and except for vehicles and engines intended for export to third countries and except for replacement engines for in-service vehicles, Member States shall:

- consider certificates of conformity which accompany new vehicles or new engines pursuant to Directive 70/156/EEC as no longer valid for the purpose of Article 7(1) of that Directive, and
- prohibit the registration, sale, entry into service or use of new vehicles propelled by a compression ignition or gas engine and the sale and use of new compression ignition or gas engines,



欧洲议会和理事会 1999/96/EC 指令的过渡规定

第 2 条

1. 自 2000 年 7 月 1 日起, 如果满足了按本指令修订的 88/77/EEC 指令中各附件的相应规定, 特别是满足了经本指令修订的 88/77/EEC 指令附件 I 第 6.2.1 条各表中, A、B1、B2 或 C 阶段有关发动机气态及微粒污染排放物和不透光烟度所规定的限值, 各成员国不得由于发动机气态及微粒污染排放物和不透光烟度:
 - 拒绝为压燃式发动机或燃气发动机驱动的车辆, 批准 EEC 型式认证, 或拒绝颁发 70/156/EEC 指令最新版本第 10 (1) 条中规定的文件, 或拒绝批准本国的型式认证, 或
 - 禁止注册、出售、服役或使用这种新型车, 或
 - 拒绝为压燃式发动机或燃气发动机机型批准 EEC 型式认证, 或
 - 禁止出售或使用新型压燃式发动机或燃气发动机。
 2. 自 2000 年 10 月 1 日起, 对于压燃式发动机或燃气发动机机型, 或者对于压燃式发动机或燃气发动机驱动的车辆, 如果不能满足经本指令修订的 88/77/EEC 指令附件 I 第 6.2.1 条的各表中, A 阶段有关发动机气态及微粒污染排放物和不透光烟度所规定的限值, 各成员国:
 - 可以不再批准 EC 型式认证, 或颁发 70/156/EEC 指令最新版本第 10 (1) 条中规定的文件, 以及
 - 应拒绝本国型式认证。
 3. 自 2001 年 10 月 1 日起, 如果不能满足经本指令修订的 88/77/EEC 指令附件 I 第 6.2.1 条的各表中, A 阶段有关发动机气态及微粒污染排放物和不透光烟度所规定的限值, 各成员国应:
 - 根据 70/156/EEC 指令第 7 (1) 条, 该指令规定的随同新型车或新型发动机一起的一致性证书不再有效, 以及
 - 禁止注册、出售、服役或使用这种压燃式发动机或燃气发动机驱动的新型车, 并禁止出售或使用这种压燃式或燃气新型发动机,
- 但出口到非成员国的车辆和发动机, 以及用作在用车的替换发动机除外。
4. 自 2005 年 10 月 1 日起, 对于压燃式发动机或燃气发动机机型, 或者对于压燃式发动机或燃气发动机驱动的车辆, 如果不能满足经本指令修订的 88/77/EEC 指令附件 I 第 6.2.1 条各表中, B1 阶段有关发动机气态及微粒污染排放物和不透光烟度所规定的限值, 各成员国:
 - 可以不再批准 EC 型式认证, 或颁发 70/156/EEC 指令最新版本第 10 (1) 条中规定的文件, 以及
 - 应拒绝本国型式认证。
 5. 自 2006 年 10 月 1 日起, 如果不能满足经本指令修订的 88/77/EEC 指令附件 I 第 6.2.1 条各表中, B1 阶段有关发动机气态及微粒污染排放物和不透光烟度所规定的限值, 各成员国应:
 - 根据 70/156/EEC 指令第 7 (1) 条, 该指令规定的随同新型车或新型发动机一起的一致性证书不再有效, 以及
 - 禁止注册、出售、服役或使用这种压燃式发动机或燃气发动机驱动的新型车, 并禁止出售或使用这种压燃式或燃气新型发动机,



where the emissions of gaseous and particulate pollutants and opacity of smoke from the engine do not comply with the limit values set out in row B1 of the tables in section 6.2.1 of Annex I to Directive 88/77/EEC, as amended by this Directive.

6. With effect from 1 October 2008, Member States:

- may no longer grant EC type-approval or issue the document provided for in the last indent of Article 10(1) of Directive 70/156/EEC, and
- shall refuse national type-approval,

for types of compression ignition or gas engines and types of vehicle propelled by a compression ignition or gas engine where the emissions of gaseous and particulate pollutants and opacity of smoke from the engine do not comply with the limit values set out in row B2 of the tables in section 6.2.1 of Annex I to Directive 88/77/EEC, as amended by this Directive.

7. With effect from 1 October 2009 and except for vehicles and engines intended for export to third countries and except for replacement engines for in-service vehicles, Member States shall:

- consider certificates of conformity which accompany new vehicles or new engines pursuant to Directive 70/156/EEC as no longer valid for the purpose of Article 7(1) of that Directive, and
- prohibit the registration, sale, entry into service or use of new vehicles propelled by a compression ignition or gas engine and the sale and use of new compression ignition or gas engines:

where the emissions of gaseous and particulate pollutants and opacity of smoke from the engine do not comply with the limit values set out in row B2 of the tables in section 6.2.1 of Annex I to Directive 88/77/EEC, as amended by this Directive.

8. In accordance with paragraph 1, an engine that satisfies the appropriate requirements of the Annexes to Directive 88/77/EEC, as amended by this Directive, and meets the limit values set out in row C of the tables in section 6.2.1 of Annex I to Directive 88/77/EEC, as amended by this Directive, shall be considered as complying with the requirements of paragraphs 2 to 7.

Article 3

1. Member States may make provision for tax incentives only in respect of motor vehicles which comply with Directive 88/77/EEC, as amended by this Directive. Such incentives shall comply with the provisions of the Treaty as well as the conditions as set out in (a) or (b) below:
 - (a) they shall apply to all new vehicles offered for sale on the market of a Member State which comply in advance with the limit values set out in row A of the tables in section 6.2.1 of Annex I to Directive 88/77/EEC, as amended by this Directive, and thereafter as from 1 October 2000 with the limit values set out in row B1 or B2 of the said tables.

They shall be terminated with effect from the mandatory application of the emission limit values referred to in Article 2(3) for new vehicles, or by the dates of mandatory application of the emission limit values set out in row B1 or B2 of the tables in section 6.2.1 of Annex I to Directive 88/77/EEC as amended by this Directive;
 - (b) they shall apply to all new vehicles offered for sale on the market of a Member State which comply with the permissive limit values set out in row C of the tables in section 6.2.1 of Annex I to Directive 88/77/EEC, as amended by this Directive.
2. For each type of vehicle, the incentives shall not exceed the additional cost of the technical solutions introduced to ensure compliance with the limit values set out in either row A or row B1 or B2 or the limit values set out in row C of the tables in section 6.2.1 of Annex I to Directive 88/77/EEC, as amended by this Directive, and of their installation on the vehicle.
3. The Commission shall be informed in sufficient time of plans to institute or change the tax incentives referred to in this Article, so that it can submit its observations.

Article 4

From 1 October 2005, new types of vehicles, and from 1 October 2006, all types of vehicles, shall be equipped with an on-board diagnostic system (OBD) or an on-board measurement system (OBM) to monitor in-service exhaust emissions.



但出口到非成员国的车辆和发动机,以及用作在用车的替换发动机除外。

6. 自2008年10月1日起,对于压燃式发动机或燃气发动机机型,或者对于压燃式发动机或燃气发动机驱动的车辆,如果不能满足经本指令修订的88/77/EEC指令附件I第6.2.1条各表中,B2阶段有关发动机气态及微粒污染排放物和不透光烟度所规定的限值,各成员国:

- 可以不再批准EC型式认证,或颁发70/156/EEC指令最新版本第10(1)条中规定的文件,以及
- 应拒绝本国型式认证。

7. 自2009年10月1日起,如果不能满足经本指令修订的88/77/EEC指令附件I第6.2.1条各表中,B2阶段有关发动机气态及微粒污染排放物和不透光烟度所规定的限值,各成员国应:

- 根据70/156/EEC指令第7(1)条,该指令规定的随同新型车或新型发动机一起的一致性证书不再有效,以及
- 禁止注册、出售、服役或使用这种压燃式发动机或燃气发动机驱动的新型车,并禁止出售或使用这种压燃式或燃气新型发动机,

但出口到非成员国的车辆和发动机,以及用作在用车的替换发动机除外。

8. 根据第1段,发动机满足了经本指令修订的88/77/EEC指令各附件的相应规定,以及满足了经本指令修订的88/77/EEC指令附件I第6.2.1条各表中C阶段规定的限值,应认为符合了第2段至第7段的要求。

第3条

1. 各成员国只能对符合经本指令修订的/88/77/EEC指令的机动车制订税收优惠、鼓励条款。这种激励应符合条约的条款,以及下面(a)或(b)中规定的条件:

- (a) 这些条款适用于所有销往成员国的新型车辆,这些车辆应超前符合本指令修订的88/77/EEC指令附件I第6.2.1条各表中A阶段规定的限值,2000年10月1日以后,应满足各表中B1或B2阶段规定的限值。

从第2(3)条中的新型车辆排放限值强制实施时起,或者在经本指令修订的88/77/EEC指令附件I第6.2.1条各表中,B1阶段或B2阶段规定的排放限值强制实施日前,这些激励条款应废止;

- (b) 这些激励条款应适用于所有销往成员国的新型车辆,而这些车辆应满足经本指令修订的88/77/EEC指令附件I第6.2.1条各表中C阶段规定的限值。

2. 对于每一种车型,激励费用不应超过确保排放满足经本指令修订的88/77/EEC指令附件I第6.2.1条各表中,A、B1、B2或C阶段规定的限值所作的技术改进,加上其安装到车辆上,所引起的附加费用。

3. 委员会应该在此方案实施前接到通知,以便有足够时间来调查或修改本条款中提到的税收激励,并能提出他的观点。

第4条

新型车自2005年10月1日起,所有车型自2006年10月1日起,应装备车载诊断系统(OBD)或车载测量系统(OBM),用以监测使用中的排气排放物。



The Commission shall propose provisions to this effect to the European Parliament and the Council.

They shall include:

- unrestricted and standardised access to the OBD system for inspection, diagnosis, servicing and repairs,
- the standardisation of fault codes,
- the compatibility of spare parts to facilitate repair, replacement, and servicing of OBD-equipped vehicles.

Article 5

From 1 October 2005, for new types, and from 1 October 2006, for all types, type-approvals granted to vehicles and engines shall also confirm the correct operation of the emission control devices during the normal life of the vehicle or engine.

The Commission shall examine differences in normal life of various categories of heavy duty vehicles and consider proposing appropriate durability requirements specific to each category.

Article 6

From 1 October 2005, for new types, and from 1 October 2006, for all types, type-approvals granted to vehicles shall also require confirmation of the correct operation of the emission control devices during the normal life of the vehicle under normal conditions of use (conformity of in-service vehicles properly maintained and used).

This provision must be confirmed and complemented by the Commission in accordance with Article 7.

Article 7

The Commission shall submit a proposal to the European Parliament and the Council confirming or complementing this Directive no later than 12 months after the date of entry into force of this Directive or 31 December 2000, whichever is the earlier.

The proposal shall take account of:

- the review process of the European Parliament and of the Council set out in Article 3 of Directive 98/69/EC⁽¹⁾ of the European Parliament and of the Council and Article 9 of Directive 98/70/EC⁽²⁾,
- the development of compression ignition engine and gas engine emission control technology including the after treatment technology, taking into account the interdependence of such technology with fuel quality,
- the need to improve the accuracy and repeatability of the current measurement and sampling procedures for very low levels of particulates from engines;
- the development of a worldwide harmonised test cycle for type approval testing, and the proposal shall include:
- rules laying down the introduction of an OBD system for heavy-duty vehicles from 1 October 2005 pursuant to Article 4 of this Directive and, *mutatis mutandis*, to Directive 98/69/EC on the reduction of exhaust emissions from passenger cars and light commercial vehicles,
- provisions on the durability of emission control devices with effect from 1 October 2005 pursuant to Article 5 of this Directive,
- provisions to ensure the conformity of in-service vehicles in the type-approval procedure for vehicles with effect from 1 October 2005 pursuant to Article 6 of this Directive taking into account the specificity of the tests carried out on the engines of these vehicles and the specific information obtained from the OBD systems in a cost-effectiveness approach, appropriate limits for pollutants currently non-regulated as a consequence of the widespread introduction of new alternative fuels.

By 31 December 2001 the Commission shall report on progress in negotiations for a worldwide harmonised test cycle.

⁽¹⁾ OJ L 350, 28. 12. 1998, p. 1.

⁽²⁾ OJ L 350, 28. 12. 1998, p. 58.



委员会应该向欧洲议会和理事会提出这方面的建议。它们应包括:

- 为了检查、诊断、维护和修理, 能不受限制和标准化地访问 OBD 系统,
- 故障代码的标准化,
- 备件的兼容性, 以便于修理、更换和维护装备 OBD 的车辆。

第 5 条

新型车 (发动机) 自 2005 年 10 月 1 日起, 所有车 (发动机) 型自 2006 年 10 月 1 日起, 批准其型式认证时, 也应确认其正常寿命期内排放控制装置的正确运作。

委员会应考查各类重型车在正常寿命期内的差异, 并对每一类型提出合适的耐久性要求建议。

第 6 条

新型车自 2005 年 10 月 1 日起, 所有车型自 2006 年 10 月 1 日起, 批准其型式认证时, 也应确认其在正常的使用条件下和正常寿命期内排放控制装置的正确运作 (正确维护和使用的在用车的一致性)。

委员会必须按照第 7 条确认并补充此条款。

第 7 条

委员会应在本指令实施之日起 12 个月内, 或 2000 年 12 月 31 日前 (取其较早者) 向欧洲议会和理事会递交一份确认或补充本指令的建议。

此建议应考虑到:

- 欧洲议会和理事会的 98/69/EC 指令⁽¹⁾ 第 3 条以及 98/70/EC⁽²⁾ 指令第 9 条规定的欧洲议会和理事会的评论步骤;
- 压燃式发动机和燃气发动机排放控制技术的发展, 包括后处理技术的发展, 并考虑到燃料质量与这些技术之间的相互依赖;
- 由于发动机的微粒排放量极低, 需要改善目前的测量精度及重复性和取样程序;
- 型式认证试验的全球协调试验循环的发展, 此建议还应包括:
- 根据本指令第 4 条, 2005 年 10 月 1 日起重型车引入 OBD 系统的规定, 以及经修订的 98/69/EC 指令有关减少轿车和轻型商用车的排气排放物,
- 根据本指令第 5 条, 2005 年 10 月 1 日起开始生效的有关排放控制装置耐久性的条款,
- 对本指令第 6 条规定的, 自 2005 年 10 月 1 日起开始生效的车辆, 在考虑这些车辆的发动机的试验特点下, 如何在型式认证过程中确保在用车一致性的各项规定, 以及如何通过成本效益分析从 OBD 系统中得到确切的信息,
- 由于新型替代燃料的广泛推广, 目前尚未强制规定污染物的适当限值。

2001 年 12 月 31 日前, 委员会应报告有关全球协调试验循环的协商进展。

⁽¹⁾ 1998 年 12 月 28 日第 L 350 号公报, 第 1 页。

⁽²⁾ 1998 年 12 月 28 日第 L 350 号公报 第 58 页。



By 30 June 2002 the Commission shall submit a report to the European Parliament and the Council on requirements for the operation of an OBM system, on the basis of the report the Commission will submit a proposal for measures to enter into force no later than 1 January 2005 to include the technical specifications and corresponding annexes in order to provide for the type-approval of OBM systems which ensure at least equivalent levels of monitoring to OBD systems and which shall be compatible therewith.

The Commission shall, not later than 31 December 2002, consider the available technology with a view to confirming the mandatory NO_x standard for 2008 in a report to the European Parliament and to the Council, accompanied, if necessary, by appropriate proposals.

Article 8

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive before 1 July 2000. They shall forthwith inform the Commission thereof.

When Member States adopt these measures, they shall contain a reference to this Directive or shall be accompanied by such reference on the occasion of their official publication. The methods of making such a reference shall be laid down by Member States.

2. Member States shall communicate to the Commission the texts of the main provisions of national law which they adopt in the field covered by this Directive.

Article 9

This Directive shall enter into force on the day of its publication in the *Official Journal of the European Communities*.

Article 10

This Directive is addressed to the Member States.