COMMISSION IMPLEMENTING DECISION (EU) 2020/759

of 8 June 2020

amending Implementing Decision (EU) 2016/588 in order to include the use of 12 Volt efficient alternators in passenger cars capable of running on certain alternative fuels

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO_2 emission standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 ([1]), and in particular Article 11(4) thereof,

Whereas:

(1) The manufacturers ŠKODA AUTO, a.s, FORD-Werke GmbH, Groupe RENAULT, FCA Italy S.p.A., SEAT S.A., Volkswagen AG, Automobiles Citroen, Automobiles Peugeot, PSA Automobiles SA, OPEL Automobile GmbH jointly submitted a request, as provided for in Article 12a of Commission Implementing Regulation (EU) No 725/2011 ([2]), on 17 October 2019 to amend Commission Implementing Decision (EU) 2016/588 ([3]) in order to extend the approval of the innovative technology to its use in passenger cars capable of running on certain alternative fuels.

(2) In particular, the applicants have requested that, due to the increasing share of passenger cars capable of running on liquefied petroleum gas (LPG) or compressed natural gas (CNG), the scope of Implementing Decision (EU) 2016/588 should also cover the use of the 12 Volt efficient alternators in such cars, and that some factors in the testing methodology should be adjusted accordingly.

(3) The Commission assessed the request in accordance with Article 11 of Regulation (EU) 2019/631, Implementing Regulation (EU) No 725/2011 as well as the Technical Guidelines for the preparation of applications for the approval of innovative technologies pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council ([4]) (July 2018 version) ([5]). It found the request justified with regard to LPG and CNG fuelled vehicles and the minimum efficiency required of the 12 Volt efficient alternator for use in such vehicles should therefore be adjusted to take into account the use of this innovative technology in vehicles capable of running on those fuels.

(4) It is also considered appropriate and consistent with other approval decisions to address also the situation for vehicles capable of running on E85. It should notably be clarified with regard to such vehicles that due to the limited availability of E85 on the Union market as a whole, it is not appropriate to distinguish this fuel from petrol for the purpose of determining the CO_2 savings obtained from the use of a 12 Volt efficient alternator.

(5) Implementing Decision (EU) 2016/588 should therefore be amended accordingly,

([1]) OJ L 111, 25.4.2019, p. 13.

([2]) Commission implementing Regulation (EU) No 725/2011 of 25 July 2011 establishing a procedure for the approval and certification of innovative technologies for reducing CO_2 emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 194, 26.7.2011, p. 19).

([3]) Commission Implementing Decision (EU) 2016/588 of 14 April 2016 on the approval of the technology used in 12 Volt efficient alternators as an innovative technology for reducing CO_2 emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 101, 16.4.2016, p. 25).

([4]) Regulation (EC) No 443/2009 of the European Parliament and of the Council of 23 April 2009 setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO_2 emissions from light-duty vehicles (OJ L 140, 5.6.2009, p. 1).

([5]) https://circabc.europa.eu/w/browse/f3927eae-29f8-4950-b3b3-d2e700598b52

HAS ADOPTED THIS DECISION:

Article 1

Amendment

Implementing Decision (EU) 2016/588 is amended as follows:

(1) In Article 2(1), point (c) is replaced by the following:

'(c) its efficiency is at least:

(i) 73,8 % for petrol- or E85-fuelled vehicles other than turbo-charged;

(ii) 73,4 % for turbo-charged petrol- or E85-fuelled vehicles;

(iii) 74,2 % for diesel-fuelled vehicles;

(iv) 74,6 % for vehicles fuelled with liquefied petroleum gas (LPG) other than turbo-charged;

(v) 74,1 % for turbo-charged LPG-fuelled vehicles;

(vi) 76,3 % for vehicles fuelled with compressed natural gas (CNG) other than turbo-charged;

(vii) 75,7 % for turbo-charged CNG -fuelled vehicles.'

(2) In Article 3, the following paragraphs are added:

'3. Where the innovative technology is fitted in a bi-fuel or flex-fuel vehicle, the approval authority shall record the CO_2 savings as follows:

(a) for bi-fuel vehicles using petrol and gaseous fuels, the CO_2 savings value with regard to LPG or CNG;

(b) for flex-fuel vehicles using petrol and E85, the CO_2 savings value with regard to petrol.

4. The certified CO_2 savings recorded by reference to eco-innovation code No 17 may only be taken into account for the calculation of the average specific emissions of manufacturers until and including the calendar year 2020.'

(3) In the Annex, Tables 2 and 3 are replaced by the following:

'Table 2

Consumption of effective power

Type of Engine	Consumption of effective power (V_{pe}) [l/kWh]
Petrol/E85	0,264
Petrol/E85 Turbo	0,280
Diesel	0,220
LPG	0,342
LPG Turbo	0,363
	Consumption of effective power (V_{pe}) [m^3/kWh]
CNG (G20)	0,259
CNG (G20) Turbo	0,275

Table 3

Fuel conversion factor (CF)

Type of fuel	Conversion factor	
	[100 g CO_2/l]	[g CO_2/l]
Petrol/E85	23,3	2 330
Diesel	26,4	2 640
LPG	16,3	1 629
	[100 g CO_2/m^3]	[g CO_2/m^3]
CNG (G20)	18,0	1 795’

Article 2

Entry into force

This Decision shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Done at Brussels, 8 June 2020.

For the Commission
The President
Ursula VON DER LEYEN