

## **Proposal for an Amendment to Working Document No. 2**

### **Transmitted by the representative of the Engine Manufacturers Association**

Recognizing that the United States, Europe and Japan include definitions for Auxiliary Emission Control Device and Defeat Device in their respective regulations, EMA endorses the concept of drafting common definitions. The definitions put forth in Working Document No. 2 represent a starting point in fulfilling the Working Group's mandate to develop common definitions for Auxiliary Emission Control Device (AECD) and Defeat Device.

EMA proposes the following changes to the draft definitions in Working Document No. 2:

1. The draft definitions for Auxiliary Emission Control Device and Defeat Device should be amended to read as follows:

#### **AUXILIARY EMISSION CONTROL DEVICE**

Auxiliary Emission Control Device (AECD) means any element of design which senses temperature, vehicle speed, engine RPM, transmission gear, manifold vacuum, or any other parameter for the purpose of activating, modulating, delaying, deactivating or causing any part of the emission control system to operate in a manner that is different from the way the emission control system would otherwise operate in any part of the engine's speed and torque map.

#### **DEFEAT DEVICE**

Defeat device means an auxiliary emission control device (AECD) that reduces the effectiveness of the emission control system under conditions which may reasonably be expected to be encountered in normal vehicle operation and use, unless:

- (1) Such conditions are substantially included in the applicable test procedure or test procedures used to obtain engine type approval or certification.
- (2) The need for the AECD is justified in terms of protecting the engine, vehicle or ancillary equipment against damage or accident;
- (3) The AECD does not go beyond the requirements of engine starting, warm-up and other cold operating conditions; or
- (4) The AECD trades off the control of one set of emission constituents in order to maintain acceptable control of another set of emission constituents under specific ambient or operating conditions. The overall effect of the AECD should be to compensate for the naturally occurring effects of the conditions that trigger the AECD and do so in a manner that provides acceptable control of all emission constituents.

2. The draft definition for Irrational Emission Control Strategy should be deleted in its entirety.