

DECISION OF THE GOVERNMENT OF THE RUSSIAN FEDERATION NO. 609 OF OCTOBER 12, 2005 ON THE APPROVAL OF THE SPECIAL TECHNICAL REGULATIONS ON THE DEMANDS MADE ON THE EJECTIONS BY THE AUTOMOBILE TECHNOLOGY, RELEASED INTO TURNOVER ON THE TERRITORY OF THE RUSSIAN FEDERATION, OF HARMFUL (POLLUTING) SUBSTANCES (with the Amendments and Additions of November 27, 2006)

In conformity with the Federal Law on the Technical Regulation, the Government of the Russian Federation hereby resolves:

1. To approve the hereto enclosed Special Technical Regulations on the Demands Made on the Ejections by the Automobile Technology, Released into Turnover on the Territory of the Russian Federation, of Harmful (Polluting) Substances.

The said Special Technical Regulations shall enter into force after an expiry of six months as from the day of the official publication of the present Decision.

2. The federal executive power bodies shall provide for the adjustment of their normative legal acts to the Special Technical Regulations, approved in the present Decision, by the day of entry into force of the present Regulations.

Chairman of the Government
of the Russian Federation

M. Fradkov

Special Technical Regulations on the Demands Made on the Ejections by the Automobile Technology, Released into Turnover on the Territory of the Russian Federation, of Harmful (Polluting) Substances (approved by Decision of the Government of the Russian Federation No. 609 of October 12, 2005) (with the Amendments and Additions of November 27, 2006)

1. The application of the present Regulations is aimed at protecting the population and the environment from an impact of the ejections of harmful (polluting) substances by the automobile technology.

2. In conformity with the Federal Laws on the Technical Regulation, on the Traffic Safety, on the Protection of Atmospheric Air, on the Consumer Rights Protection, and on the Principles for the State Regulation of Foreign Trade Activity, as well as with the Agreement on the Adoption of Uniform Technical Recommendations for the Wheel Transportation Facilities, for the Articles of Equipment and the Parts Which May Be Mounted and (or) Used on the Wheel Transportation Facilities, and on the terms for a mutual recognition of the official statements issued on the basis of these recommendations, signed in the City of Geneva (with the amendments and addenda enforced as on October 16, 1995), the present Regulations establish demands made on the ejections of harmful (polluting) substances by the automobile technology, equipped with internal combustion engines.

3. The concepts are used in the present Regulations in the following meaning:

- automobile technology - the wheel transportation facilities intended for the carriages of passengers, cargoes or equipment mounted on them;

- automobile technology released into turnover on the territory of the Russian Federation - the automobile technology manufactured for the first time on the territory of the Russian Federation, as well as that imported to the customs territory of the Russian Federation;

- ejections - the ejections of harmful (polluting) substances, which are the exhaust gases of internal combustion engines and the evaporations of the automobile technology fuel containing harmful (polluting) substances (carbon oxide - CO, hydrocarbons - CmHn, nitrogen oxides - NOx, and dispersed particles);

- gas engine - the engine operating on the principle of the ignition from compression;

- diesel engine - the engine operating on the principle of the ignition from compression;

- spark-plug engine - the engine with the forced ignition, operating on petrol or on gas fuel;

- Rules of the YeEK OON - the Rules of the European Economic Commission of the United Nations Organization according to Appendix 1, adopted in conformity with the Agreement cited in Item 2 of the present Regulations and applied for the purposes of the present Regulations;

- technical norms for ejections - the normatives for the ejections, fixed for the automobile technology, which reflect the maximum admissible mass of the ejections into the atmosphere per unit of the work performed by the automobile technology, or of its run;

- ecology class - the classification code, characterizing the automobile technology depending on the level of ejections.

4. The objects of technical regulation are the automobile technology released into turnover on the territory of the Russian Federation, the internal combustion engines mounted on it as concerns their ejections, as well as fuel for such engines.

5. The automobile technology is divided into the following types:

a) passenger cars (code 8703 of the Commodity Classification for Foreign Economic Activity of Russia, code 45 1400 of the All-Russia Classifier of Products) of the M_1 category with internal combustion engines, used for passenger carriages, with no more than eight passenger seats besides the driver's seat;

b) buses (code 8702 of the Commodity Classification for Foreign Economic Activity of Russia, code 45 1700 of the All-Russia Classifier of Products) with the internal combustion engines of the following categories:

- M_2 - with the maximum mass not over five tons, used for passenger carriages, with more than eight passenger seats besides the driver's seat;

- M_3 - with the maximum mass over five tons, used for passenger carriages, with more than eight passenger seats besides the driver's seat;

c) lorries (codes 8701, 8704, 8705 and 8706 00 of the Commodity Classification for Foreign Economic Activity of Russia, codes 45 1100, 45 1118, 45 1130, 45 2100, 45 2200, 45 2300, 45 2700 of the All-Russia Classifier of Products), as well as the special purpose automobile technology manufactured on their basis, with its own codes of the Commodity Classification for Foreign Economic Activity of Russia and of the All-Russia Classifier of Products, with the internal combustion engines of the following categories:

- N_1 - with the maximum mass not over 3.5 tons, used for the carriages of cargoes and of the equipment mounted on them;

- N_2 - with the maximum mass over 3.5 tons but not over 12 tons, used for the carriages of cargoes and of the equipment mounted on them;

- N_3 - with the maximum mass over 12 tons, used for the carriages of cargoes and of the equipment mounted on them;

6. The automobile technology is divided into ecology classes according to Appendix 2.

7. Information on the ecology class shall be entered into the documents identifying the automobile technology, which is currently operating on the territory of the Russian Federation.

8. The technical demands, made on the automobile technology and on the internal combustion engines mounted on them, are as follows:

a) with respect to the automobile technology of ecology class 2:

- categories M_1 and M_2 with the maximum mass not over 3.5 tons, N_1 with spark-plug engines (petrol and gas) and with diesel engines - the technical normatives for the ejections stipulated in the Rules of the UN European Economic Commission No. 83-04 (the ejection levels B, C and D) and No. 24-03 with Addendum 1 (only for diesel engines);

- categories M_1 with the maximum mass over 3.5 tons, M_2, M_3, N_1, N_2 and N_3 with diesel and gas engines - the technical normatives for the ejections stipulated in the Rules of the UN European Economic Commission No. 49-02 (the ejection level B) and No. 24-03 with Addendum 1 (only for diesel engines);

- categories M_1 with the maximum mass over 3.5 tons, M_2, M_3, N_2 and N_3 with petrol engines - the technical ejection normatives (CO - 55 g/kWt per hour, CmHn - 2.4 g/kWt per hour and NOx - 10g/kWt per hour) in the tests envisaged in the Rules of the UN European Economic Commission No. 49-03 (the ESC test cycle);

b) with respect to the automobile technology of ecology class 3:

- categories M_1 and M_2 with the maximum mass not over 3.5 tons, N_1 with spark-plug engines (petrol and gas) and with diesel engines - the technical normatives for the ejections stipulated in the Rules of the UN European Economic Commission No. 83-05 with Amendments 1-3 and Addenda 1-5 (the ejection level A) and No. 24-03 with Addendum 1 (only for diesel engines);

- categories M_1 with the maximum mass over 3.5 tons, M_2, M_3, N_1, N_2 and N_3 with diesel and gas engines - the technical normatives for the ejections stipulated in the Rules of the UN European Economic Commission No. 49-04 (the ejection level A) and No. 24-03 with Addendum 1 (only for diesel engines);

- categories M_1 with the maximum mass over 3.5 tons, M_2, M_3, N_2 and N_3 with petrol engines - the technical normatives for the ejections (CO - 20 g/kWt per hour, CmHm - 1.1 g/kWt per hour and NOx - 7g/kWt per hour NOx) in the tests envisaged in the Rules of the European Economic Commission No. 49-03 (the ETC test cycle);

- categories M_1 with the maximum mass over 3.5 tons, M_2, M_3, N_2 and N_3 with a high crosscountry capability, with diesel engines - the technical normatives for the ejections stipulated in the Rules of the UN European Economic Commission No. 24-03 with Addendum 1 (only for diesel engines);

c) with respect to the automobile technology of Class 4:

- categories M_1 and M_2 with the maximum mass not over 3.5 tons, N_1 with spark-plug engines (petrol and gas) and with diesel engines - the technical normatives for the ejections stipulated in the Rules of the UN European Economic Commission No. 83-05 with Amendments 1-3 and Addenda 1-5 (the ejection level A) and No. 24-03 with Addendum 1 (only for diesel engines);

- categories M_1 with the maximum mass over 3.5 tons, M_2, M_3, N_1, N_2 and N_3 with diesel and gas engines - the technical normatives for the ejections stipulated in the Rules of the UN European Economic Commission No. 49-04 (the ejection level B1) and No. 24-03 with Addendum 1 (only for diesel engines);

- categories M_1 with the maximum mass over 3.5 tons, M_2, M_3, N_1, N_2 and N_3 with petrol engines - the technical normatives for the ejections (CO - 4 g/kWt per hour, CmHn - 0.55 g/kWt per hour and NOx - 2g/kWt per hour) in the tests envisaged in the Rules of the UN European Economic Commission No. 49-03 (the ETC test cycle);

d) with respect to the automobile technology of ecology class 5, categories M_1 with the maximum mass over 3.5 tons, M_2, M_3, N_1, N_2 and N_3 with diesel and gas engines - the technical normatives for the ejections envisaged in the Rules of the UN European Economic Commission No. 49-04 (the ejection levels B2 and C) and No. 24-03 with Addendum 1 (only for diesel engines).

9. As concerns the characteristics of fuel ensuring the fulfilment of the technical demands made on the automobile technology and on the engines installed in it, cited in Item 8 of the present Regulations, the principal technical demands are made on them in accordance with Appendix 3.

10. The level of ejections as on the date of manufacture of the automobile technology released into turnover on the territory of the Russian Federation, shall not exceed the technical normatives described in Item 8 of the present Regulations.

11. The correspondence of the automobile technology and of the engines installed in it shall be certified by the statement of the official approval of the given type of the transportation facility and (or) of the engine, stipulated in the Rules of the UN European Economic Commission or in the conformity certificate issued in accordance with the procedure established in the legislation of the Russian Federation.

12. The procedure for confirming the correspondence of the automobile technology and of the engines installed in it to the demands of the present Regulations, is defined in the Rules of the UN European Economic Commission.

13. The term of validity of the conformity certificates shall be limited by the date of entry into force of the demands made on the next ecology class, but shall not exceed four years.

The conformity certificates issued before the entry into force of the present Regulations shall be operating till the end of their term of validity.

If any amendments exerting an impact upon the fulfilment of the technical demands, pointed out in Item 8 of the present Regulations, are introduced into the design of the automobile technology or of the engine, new conformity certificates shall be issued for this automobile technology or engine.

14. The technical normatives for ejections with respect to the automobile technology released into turnover on the territory of the Russian Federation, shall be introduced within the following time terms:

- a) for ecology class 2 - as from the date of entry into force of the present Regulations;
- b) for ecology class 3 - as from January 1, 2008;
- c) for ecology class 4 - as from January 1, 2010;
- d) for ecology class 5 - as from January 1, 2014.

Appendix 1
to the Special Technical Regulations
on the Demands Made on the Ejections
by the Automobile Technology, Released
into Turnover of the Territory
of the Russian Federation,
of Harmful (Polluting) Substances

The List of the Rules of the UN European Economic Commission Applied for the Purposes of the
Special Technical Regulations on the Demands Made on the Ejections of Harmful (Polluting)
Substances by the Automobile Technology, Released into Turnover on the Territory of the
Russian Federation

1. Rules of the UN European Economic Commission No. 24 (24-03*), Uniform Recommendations concerning:

"**I.** official approval of engines with the ignition from compression with respect to the ejection of visible pollutants;

"**II.** official approval of the automobile transportation facilities with respect to the engines installed in them with the ignition from compression, officially approved by the type of the design;

"**III.** official approval of the automobile transportation facilities with an engine with the ignition from compression with respect to the ejection of pollutants;

"**IV.** measurement of the useful capacity of engines with the ignition from compression."

2. Rules of the UN European Economic Commission No. 49 (49-02, 49-03, 49-04*), Uniform Recommendations Concerning the Official Confirmation of Engines with the Ignition from Compression and of Engines Operating on Natural Gas, as Well as of Engines with the Forced Ignition Working on Condensed Oil Gas, and of the Transportation Facilities Equipped with Engines with the Ignition from Compression, with Engines Operating on Natural Gas and with Engines with the Forced Ignition Working on Condensed Oil Gas, with Respect to the Pollutants Ejected by Them.

3. Rules of the UN European Economic Commission No. 83 (83-02, 83-03, 83-04, 83-05*), Uniform Recommendations Concerning the Official Approval of the Transportation Facilities with Respect to the Ejection of Pollutants Depending on the Fuel Necessary for the Engine.

4. Rules of the UN European Economic Commission No. 96 (96-01*), Uniform Recommendations Concerning the Official Approval of Engines with the Ignition from Compression for Mounting Them on Agricultural Tractors and on the Crosscountry Technology with Respect to the Ejection of Pollutants by These Engines.

* The numbers of the corrections by which amendments are entered into the Rules of the UN European Economic Commission.

**Appendix 2
to the Special Technical Regulations
on the Demands Made on the Ejections
by the Automobile Technology, Released
into Turnover on the Territory
of the Russian Federation,
of Harmful (Polluting) Substances**

Ecology Classification of the Automobile Technology Depending on the Level of Ejections of Harmful (Polluting) Substances

Ecology class establishing demands made of the characteristics of the automobile technology/on the technical technology the ejections	Categories and subgroups of the automobile technology	Normative documents on the ecological automobile normatives for
0	M-1, M-2 with the maximum mass not over 3.5 tons, N ₁ with petrol engines	Rules of the UN European Economic Commission No. 83-02, A level of
	M ₁ with the maximum mass over 3.5 tons, M ₂ , M ₃ , N ₁ , N ₂ , N ₃ with diesel engines	Rules of the UN European Economic Commission No. 49-01
	M-1 with the maximum mass over 3.5 tons, CO - 85 g/kWt per hour, CmHn - 5 g/kWt per hour,	

	tons, M ₂ , M-3, N ₂ , N ₃ with petrol	NOx - 17 g/kWt per hour (the 9-regime test cycle)
	engines	
1	M-1, M-2 with the maximum mass not over 3.5 tons, N ₁ with petrol and diesel engines	Rules of the UN European Economic Commission No. 83-02, B and C respectively
	levels of ejections,	
	diesel engines	
	M ₁ with the maximum mass over 3.5 tons, M ₂ , M ₃ , N ₁ , N ₂ , N ₃ with gas and diesel engines	Rules of the UN European Economic Commission No. 49-02, A level of ejections
	ejections	
	gas and diesel engines	
	M-1 with the maximum mass over 3.5 tons, M ₂ , M-3, N ₂ , N ₃ with petrol engines	CO - 72 g/kWt per hour, CmHn - 4 g/kWt per hour, NOx - 14 g/kWt per hour (the 9-regime test cycle)
	engines	
2	M-1, M-2 with the maximum mass not over 3.5 tons, N ₁ with spark-plug engines (petrol and gas) and diesel engines	Rules of the UN European Economic Commission No. 83-04, B, C and D respectively
	levels of ejections,	
	engines (petrol and gas) and diesel engines	
	M ₁ with the maximum mass over 3.5 tons, M ₂ , M ₃ , N ₁ , N ₂ , N ₃ with gas and diesel engines	Rules of the UN European Economic Commission No. 49-02, B level of ejections
	ejections	
	gas and diesel engines	
	M-1 with the maximum mass over 3.5 tons, M ₂ , M-3, N ₂ , N ₃ with petrol engines	CO - 55 g/kWt per hour, CmHn - 2.4 g/kWt per hour, NOx - 10 g/kWt per hour (in the tests in accordance with Rules of the UN European Economic Commission No. 49-03, the ESC test cycle)
	engines	
	of the UN European Economic Commission	
	49-03, the ESC test	
	engines	
3	M-1, M-2 with the maximum mass not over 3.5 tons, N ₁ with spark-plug engines	Rules of the UN European Economic Commission No. 83-05, A level of ejections
	ejections	

	engines (petrol and gas) and with	
	diesel engines	

	M ₁ with the maximum mass over 3.5	Rules of the UN
European Economic Commission	tons, M ₂ , M ₃ , N ₁ , N ₂ , N ₃ with	No. 49-04, A level of
ejections	gas and diesel engines	

	M-1 with the maximum mass over 3.5	Rules of the UN
European Economic Commission	tons, M ₂ , M-3, N ₁ , N ₂ , N ₃ with	No. 96-01
	the crosscountry capacity, with	
	diesel engines	

	M ₁ with the maximum mass over 3.5	CO - 20 g/kWt per hour,
CmHn - 1.1 g/kWt per	tons, M ₂ , M ₃ , N ₂ , N ₃ with petrol	hour, NOx - 7 g/kWt per
hour (in the tests in	engines	accordance with the
Rules of the UN European		Economic Commission No.
49-03, the ESC test		cycle)

4	M-1, M-2 with the maximum mass not	Rules of the UN
European Economic Commission	over 3.5 tons, N ₁ with spark-plug	No. 83-05, B level of
ejections	engines (petrol and gas) and with	
	diesel engines	

	M ₁ with the maximum mass over 3.5	Rules of the UN
European Economic Commission	tons, M ₂ , M ₃ , N ₁ , N ₂ , N ₃ , with	No. 49-04, B1 level of
ejections	gas and diesel engines	

	M-1 with the maximum mass over 3.5	CO - 4 g/kWt per hour,
CmHn - 0.55 g/kWt per	tons, M ₂ , M-3, N ₂ , N ₃ , with	hour, NOx - 2 g/kWt per
hour (in the tests in	petrol engines	accordance with the
Rules of the UN Europeans		Economic Commission No.
49-03, the ETC test		cycle)

5	M-1 with the maximum mass over 3.5 tons, M_2, M_3, N_1, N_2 and N_3, with gas and diesel engines	Rules of the UN European Economic Commission No. 49-04, B2 and C level
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**Appendix 3
to the Special Technical Regulations
on the Demands Made on the Ejections
by the Automobile Technology, Released
into Turnover of the Territory
of the Russian Federation,
of Harmful (Polluting) Substances**

Principal Technical Demands Made on the Characteristics of Fuel for the Automobile Technology

Characteristics of fuel automobile technology	Unit of measurement	Norms with respect to the of ecology	
		class 2	class 3
Petrol			
Concentration of lead, not over 0	milligram/ cubic decimeter	10	5
Concentration of sulphur, not over 50	milligram/ kilogram	500	150
Volume share of hydrocarbons, not over:	percentages		
aromatic 35		not established	42

olefine		not	18
18		established	
Volume share of petrol, not over	percentages	5	1
1			
Mass share of oxygen, not over	percentages	not	2,7
2,7		established	
Pressure of saturated vapours	kiloPa		
with an account for the climatic			
conditions:			
in summer		45-80	45-80
45-80			
in winter		50-100	50-100
50-100			
Sediments on the inlet valves and		not	correspondence
to European petrols		established	for the
in the combustion chamber			ecology
automobile technology of			
classes 3 and 4*			
Diesel fuel			
Cetane number, not less than		49	51
51			
Density at 15 degrees Celsius	kilogram/	820-860	820-845
820-845	cubic meter		
Mass share of polycyclic aromatic	percentages	not	11
11		established	
hydrocarbons, not over			
Concentration of sulphur, not	milligram/	500	350
50			

over	kilogram		

Fractional composition - 95 per cent of the volume is rectified at a temperature not over	0 degrees Celsius	360	360

Lubricating capacity, not over	micrometers	460	460

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* Shall be defined at the stage of the preparation of the production.