The following notification is being circulated in accordance with Article 10.4.

1. Party to Agreement notifying: SWEDEN

2. Agency responsible: Swedish Environmental Protection Board

3. Notified under Article 2.5.2 [x], 2.6.1 [x], 7.3.2 [x], 7.4.1 [x], Other:

4. Products covered (CCCN where applicable, otherwise national tariff heading):
   Heavy-duty vehicles and light-duty trucks (ex 87.02)

5. Title: Proposals concerning Exhaust Emission Requirements for Heavy-duty Vehicles and Light-duty Trucks (relevant documents available in English)

6. Description of content:

   **Light-duty trucks**

   United States requirements (the 1990 US models) to be compulsory as from the 1992 models and voluntary by means of economic controls as from the 1990 models.

   The following limit values to be introduced as a result of an ordinance under the Automotive Exhaust Emission Act (test procedure according to the A12-Regulation)

   - Carbon monoxide: 6.2 g/km.
   - Hydrocarbons: 0.5 g/km.
   - Nitrogen oxides: 0.75 and 1.1 g/km.
   - Particulates (diesels): 0.16 g/km.
   - Evaporative emissions: 2.0 g/test

   **Heavy-duty vehicles**

   Requirements to be introduced in an ordinance under the Automotive Exhaust Emission Act based on the test procedure specified in ECE R49 with the following adjustments of the limit values specified in the regulations.

   - Nitrogen oxides minus 50% (9.0 g/kWh)
   - Hydrocarbons minus 65% (1.2 g/kWh)
   - Carbon monoxide minus 65% (4.9 g/kWh)

   Resources to be allocated for the determining of measurement method and limit values for particulates. The limit values are to be at the corresponding level as those introduced in the United States from the 1991 (buses) models and the 1994 models, respectively. If, at the expiry of 1987 it should prove improbable that there will be
6. Description of content: (cont'd)

any measurement method available in 1988, the measurement method as well as the
requirement introduced in the United States should also be introduced in Sweden.

Requirement according to the above to be compulsory as from the 1995 models and
the use of exhaust purified engines as from the 1991 models to be stimulated by
means of economic controls. These economic controls should be made particularly
effective with regard to city buses.

7. Objective and rationale: Environment protection

8. Relevant documents: Will be published in the Swedish Code of Statutes

9. Proposed date of adoption and entry into force:

Adoption: 1988

10. Final date for comments: 30 August 1987

11. Texts available from: National enquiry point X or address of other body: