

6 August 2013

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## **Agreement**

### **Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions\***

(Revision 2, including the amendments which entered into force on 16 October 1995)

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#### **Addendum 95 – Regulation No. 96**

#### **Revision 2 - Amendment 1**

Supplement 1 to the 03 series of amendments – Date of entry into force: 15 July 2013

#### **Uniform provisions concerning the approval of compression ignition (C.I.) engines to be installed in agricultural and forestry tractors and in non-road mobile machinery with regard to the emissions of pollutants by the engine**



**UNITED NATIONS**

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\* Former title of the Agreement: Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

*Add new paragraphs 11.19. to 11.30., to read (inserting also footnote 3):*

- "11.19. By derogation to the provisions stipulated in paragraphs 11.11. to 11.16., the following additional transition clauses from paragraphs 11.20. to 11.29. shall apply in respect of category T vehicles with the following specific characteristics:
- (a) Tractors with a maximum design speed of not more than 40 km/h, with a minimum track width of less than 1,150 mm, with an unladen mass, in running order, of more than 600 kg and with a ground clearance of not more than 600 mm. However, where the height of the centre of gravity of the tractor<sup>3</sup> (measured in relation to the ground) divided by the average minimum track width for each axle exceeds 0.90, the maximum design speed is restricted to 30 km/h;
  - (b) Tractors designed for working with high-growing crops, such as vines. They feature a raised chassis or section of chassis, enabling them to advance in parallel with the crop with left and right wheels on either side of one or more rows of the crop. They are intended for carrying or operating tools which may be fitted at the front, between the axles, at the rear or on a platform. When the tractor is in working position the ground clearance perpendicular to the crop rows exceeds 1,000 mm. Where the height of the centre of gravity of the tractor<sup>1</sup> (measured in relation to the ground, using the tyres normally fitted) divided by the average minimum track width of all of the axles exceeds 0.90, the maximum design speed shall not exceed 30 km/h.
- 11.20. As from 1 January 2013, Contracting Parties applying this Regulation may refuse to grant approvals to variable speed engines, or engine families, of the power band L, intended for installation on the vehicles defined in paragraph 11.19., which do not meet the requirements of this Regulation as amended by the 03 series of amendments.
- 11.21. As from 1 January 2014, Contracting Parties applying this Regulation may refuse to grant approvals to variable speed engines, or engine families, of the power bands M and N, intended for installation on the vehicles defined in paragraph 11.19., which do not meet the requirements of this Regulation as amended by the 03 series of amendments.
- 11.22. As from 1 January 2015, Contracting Parties applying this Regulation may refuse to grant approvals to variable speed engines, or engine families, of the power band P, intended for installation on the vehicles defined in paragraph 11.19., which do not meet the requirements of this Regulation as amended by the 03 series of amendments.
- 11.23. As from 1 January 2016, Contracting Parties applying this Regulation may refuse to grant approvals to variable speed engines, or engine families, of the power band Q, intended for installation on the vehicles defined in paragraph 11.19., which do not meet the requirements of this Regulation as amended by the 03 series of amendments.

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<sup>3</sup> Centre of gravity of the tractor in accordance with standard ISO 789-6: 1982.

- 11.24. As from 1 October 2016, Contracting Parties applying this Regulation may refuse to grant approvals to variable speed engines, or engine families, of the power band R, intended for installation on the vehicles defined in paragraph 11.19., which do not meet the requirements of this Regulation as amended by the 03 series of amendments.
- 11.25. As from 1 January 2014, Contracting Parties applying this Regulation may refuse the placing on the market of variable speed engines, or engine families, included in the power band L, intended for installation on the vehicles defined in paragraph 11.19., not approved under this Regulation as amended by the 03 series of amendments.
- 11.26. As from 1 January 2015, Contracting Parties applying this Regulation may refuse the placing on the market of variable speed engines, or engine families, included in the power bands M and N, intended for installation on the vehicles defined in paragraph 11.19., not approved under this Regulation as amended by the 03 series of amendments.
- 11.27. As from 1 January 2016, Contracting Parties applying this Regulation may refuse the placing on the market of variable speed engines, or engine families, included in the power band P, intended for installation on the vehicles defined in paragraph 11.19., not approved under this Regulation as amended by the 03 series of amendments.
- 11.28. As from 1 January 2017, Contracting Parties applying this Regulation may refuse the placing on the market of variable speed engines, or engine families, included in the power band Q, intended for installation on the vehicles defined in paragraph 11.19., not approved under this Regulation as amended by the 03 series of amendments.
- 11.29. As from 1 October 2017, Contracting Parties applying this Regulation may refuse the placing on the market of variable speed engines, or engine families, included in the power band R, intended for installation on the vehicles defined in paragraph 11.19., not approved under this Regulation as amended by the 03 series of amendments.
- 11.30. By derogation to the provisions stipulated in paragraphs 11.25. to 11.29. Contracting Parties applying this Regulation shall postpone each date mentioned in the above paragraphs for two years in respect of engines with a production date prior to the said dates."
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