Content

Title：	Regulations Governing the Issuance, Revocation and Abolition of Compliance Certification for Motorcycle Configuration Exhaust Emission Ch
Date：	2019.07.29
Legislative：	1. Original 18 articles jointly formulated and announced on October 24, 2001 by Environmental Protection Administration Order Huan-Shu-Kung-Tzu No. 0064608 and Ministry of Transportation and Communications Order Chiao-Lu-Fa-Tzu No. 00062. 2. Article 1 revised and announced on October 2, 2002, by Environmental Protection Administration Order Huan-Shu-Kung-Tzu No. 0910066044. 3. Full text of 18 articles jointly revised and announced on October 26, 2007, by Environmental Protection Administration Order Huan-Shu-Kung-Tzu No. 0960078212 and Ministry of Transportation and Communications Order Chiao-Lu-Tzu No. 0960085048; also revised was the Chinese name of the law, which originally read “Regulations Governing Verification Issuance and Cancellation of Certification Compliance for Motorized Bicycle Configuration Emissions”. 4. Full text of 19 articles jointly revised and announced on February 24, 2016, by Environmental Protection Administration Order Huan-Shu-Kung-Tzu No. 1050012531 and Ministry of Transportation and Communications Order Chiao-Lu-Tzu No. 10500034561; also revised was the Chinese name of the law, which originally read “Regulations Governing Verification Issuance, Revocation and Cancellation of Certification Compliance for Motorized Bicycle Configuration Emissions”. 5. Article 1, Article 2, Article 3, Article 12, Article 16, Appendix 2, Appendix 3 and Appendix 5 revised on July 29, 2019, by Environmental Protection Administration Order Huan-Shu-Kung-Tzu No. 1080054160.
Content：	Article 1 This measure is set based on Article 42, Paragraph 2 of Air Pollution Control Act (hereinafter referred to as the Act). Article 2 The terms of this measure are defined as follows: 1. Motorcycle model composition patterns (hereinafter referred as Motorcycle configuration): refers to power system of the motorcycle (such as internal combustion engine or hybrid power system with electric motor, etc.), basic engine, fuel supply system, emission control system, transmission and inertial mass are the same as the same models. 2. Engine family: motorcycles have similar power system, combustion cycle (number of trips), type of cooling system (air, sea water), cylinder block structure (ie parallel, V-type, opposite type, cylinder aperture center spacing distance, etc.), number of cylinders, air supply method, fuel supply (method, numbers and measuring systems, etc.), evaporated gas storage device, catalytic converters (oxidation catalyst,

reduction catalyst or three-way catalytic), secondary air system, electronic control
module vehicle can be summarized as the same engine family.
3. Used motorcycles in foreign countries: motorcycles have registered in local
Transportation Supervision and have licenses, should obtain certificate and import
duties (exemption) issued by customs when import.
4. On Board Diagnostics (OBD): refers to motorcycles with system capability to
monitor air pollution prevention equipment and detection fault conditions via on
board computer, and can store fault codes and display fault signal capabilities.
5. Hybrid motorcycle: refers to motorcycles with both combustion engine and electric motor-generator system, two sources of power.
6. Idle-stop or stop-start devices: refers to a moving motorcycle stops temporarily
or stops for traffic lights, etc., and maintains in idle state for a while, the apparatus
can have engine enter into off state automatically, and able to start engine again
with opening the throttle.
7. Defeat devices: means through the measured or sensed vehicle’s influential
operating parameters (such as: vehicle speed, engine rpm, transmission gear position, temperature, altitude, intake manifold vacuum, or other parameters)
to trigger, adjust, delay or stop the emissions control functionality of certain
devices when the vehicle is in normal operating conditions and hence reduce or with no effect on the emissions control.

Article 3
Motorcycle shall comply with the Article 6 and Article 7 of the Air Emission
Standards of Mobile Source (hereinafter referred to as emission standards) and related provisions of this measure, The central competent authority may only issue motorcycle exhaust emission compliance certificate (hereinafter referred to as compliance certificate).

Article 4
Qualified applicants should apply following provisions for proof:
1. Domestic motorcycles applied by motorcycle manufacturers.
2. Imported motorcycles applied by motorcycle manufacturers designated agents, importers, Importer coalition of nonprofit association or guild.
3. Import purchasing motorcycles of all levels of administrative organizations,
organizations apply or commission by winning vendors to apply.
4. Individual motorcycle importation is applied by owners.
Electric motorcycles without internal combustion engines are free of conformity
application under the preceding paragraphs. But it shall submit proof of vehicle
type safety testing compliance, data models and specifications with complete
vehicle photo filing to central authorities, and comply electron transport operations
with verification of the central competent authority.

Article 5
The central competent authority may specify authorized testing organization to

measure as proof of eligibility to apply for engine family that meets the emission
standards as determined basis.
Selection and testing of tested vehicle in the preceding paragraph, in accordance
with the provisions of Appendix 1.

Article 6
When applicants apply for compliance certification is based on model and year
of engine family as the basic unit, applicants should submit documents and
relevant provisions, follow provisions of Appendix 2 and Appendix 3.
Preceding documents have completed reported and transmitted in electronic file
information in accordance with the central competent authority may exempt from
examination.

Article 7
Eligible approved and issued certifications by engine family and model year by
central authorities, central competent authority may revoke or void the compliance
certification in following circumstances, and may require applicants to handle in
accordance with the provisions of Appendix 4 for recall and correction:
1. False application documents or instruments, or false records.
2. Violation of Article 12.
3. Others are considered by the central authorities that violate the provisions of this
Act or provisions in serious circumstances.

Article 8
When applicants want to continue to manufacture or import motorcycles that have
been certified already next year, applicants should apply prolong this year to the
central competent authority for compliance certification. At the same time to meet
the following requirements, the central competent authority may grant clearances
of the same engine family:
1. Same motorcycle models as previous year.
2. Same affect emissions pollution items compare with the models of last year.

Article 9
When applicants change engine components or materials and continues to use the
original engine family, should apply to the central competent authority for proof
of eligibility to modify, and attach modification comparative information of
previous and after to demonstrate the impact of emissions from pollution items are
the same and have the same emission characteristics, after approval by the central
competent authorities to allow the modification of the engine family.

Article 10
Before applicants want to add new models to the same engine family, should

apply
to the central competent authority for proof of eligibility extension. Applicant should
submit new model data to prove that the original engine family with all implications
of emissions pollution is the same and has the same characteristics of emission, after
granted by central competent authorities, extension of the engine family is approved.

Article 11
Applicants should report carbon monoxide, hydrocarbons, non-methane hydrocarbons,
nitrogen oxides, particulate pollutants degradation coefficient of each engine family
escalation; the deterioration factors should follow provisions of appendix 5.

Article 12
Motorcycles with production permission shall comply with the following provisions:
1. Each production motorcycle model should be qualified to prove that all of the emission
of air pollutants items and emission control systems, components, must be consistent with
the information contained in the application of conformity.
2. Applicants provide distributors, resellers, service units (including maintenance,
service, repair plants, stations), and any manuals and instructions related to application,
repair, adjustment of emission control system to use, maintenance or testing, should
match the information when applied for eligibility.
3. The applicant shall conduct new vehicle's Conformity of Production (COP) and
in-use vehicle's OBD In-Use Performance Ratio (IUPR) tests in accordance with
Appendix 5.1. If any motorcycles failed to meet the Emission Standards for the
Conformity of Production tests or failed to comply with the OBD IUPR relevant
requirements, the causes for the fail to meet the Emission Standards or fail to comply
with the OBD IUPR requirements should be explained within 30 days along with
appropriate corrective measures and a copy of in conformity validation test report.
The schedule for submitting the statistical analysis for COP tests and the OBD IUPR
information shall be handled according to the following provisions:
3.1. New vehicle: The applicant shall send the vehicle model's production number
and sales information and the statistical analysis data of previous month conducted
Conformity of Production tests to the central competent authority before 20th of
each month for future reference.
3.2. In-use vehicle: The applicant shall send the information in accordance with the
following provisions to the central competent authority for future reference and the
central competent authority may conduct random selective validations:
3.2.1. The applicant shall submit all vehicles' in-use maintenance and repair

information for previous year before June 30th of each year.
3.2.2. For an engine family with annual sales over 1,000 units and its OBD system
is classified as OBD Stage II-A or OBD Stage II-B, the applicant shall submit its
all sold vehicles' OBD IUPR information for each calendar year within 18 months
after the end of that calendar year.
4. Applicants shall cooperate with and assist in the conduct of competent authorities
to check, test, and provide relevant information on sales of motorcycles, including
engine family, model name, model year, license plate number, vehicle number,
engine number, owners name, phone, address and other documents.
Applicants who violate the provisions of the preceding paragraph, central competent
authority may increase the number of sample testing of new motorcycles, suspend
the applicant's verification and authorization process, Certificate of Conformity
application or in accordance with Article 7 to cancel or revoke the applicant's
Certificate of Conformity.

Article 13
Central Competent Authority sample tests new motorcycles that have been certified;
sample testing follows Annex 6 regulations, fails to meet central competent authority
to complete new motorcycle sample testing, central competent authority may suspend
verification. New motorcycle sampling test results fail central authorities, should be
repealed qualified proof of the engine family, applicants shall recall and correct
follow provisions of Appendix 4.

Article 14
Motorcycles not taken model year and engine family as the basic unit apply for
compliance certification by applicants, each motorcycle should submit following
documents to the central competent authority for compliance certification:
1. Application forms
2. Motorcycle import and duty (exemption) certificate issued by customs.
3. Motorcycles tested by organizations designated by central competent authority,
test reports meet emission standards of Article 6 (deterioration coefficients of carbon
monoxide, hydrocarbons, non-methane hydrocarbons, nitrogen oxides, particulate
pollutants are deterioration coefficients specified, according to the provisions of
Appendix 5).
4. Motorcycles inspected by organizations designated by central competent authority,
if motorcycles do not install evaporative emission control system or components, or
evaporative emission control system or components cannot function effectively, with
the danger of pollution, should attach emissions compliance test reports Article 7 by
organizations designated by the central competent authority.

All the documents in this paragraph, applicants submitted through electronic file
information reporting system and documents have been completed and complied electron transport operations with verification of central competent authority are
exempt from inspection.

Article 15
Used motorcycles from foreign countries, each motorcycle should submit following
documents to the central competent authority for compliance certification:
1. Application forms.
2. Motorcycle import and duty (exemption) certificate issued by customs.
3. Motorcycles tested by organizations designated by central competent authority,
test reports meet emission standards of Article 6 (deterioration coefficient of carbon
monoxide, hydrocarbons, non-methane hydrocarbons, nitrogen oxides, particulate
pollutants are deterioration coefficients specified, according to provisions of
Appendix 5).
4. Motorcycles inspected by organizations designated by central competent authority,
if motorcycles do not install evaporative emission control system or components, or
evaporative emission control system or components cannot function effectively,
with danger of pollution, should attach emissions compliance test reports
Article 7
by organizations designated by central competent authority.
All the documents in this paragraph, submitted through electronic file information
reporting system said documents have been completed and complies the electron
transport operations with verification of central competent authority are exempt
from inspection.

Article 16
Applicants with annual internal combustion engine new motorcycle sales amount
more than ten thousands, since 2017 shall be in accordance with the ratio prescribed
in Article 6 of emission standards, must manufacture or import motorcycles with
idle-stop function, hybrid motors or electrical motors; calculation of ratio to the
nearest whole number.
If applicants sell domestic and imported motorcycles simultaneously, domestic and
imported motorcycle quantity can be merged or separated to calculate the ratio.
If applicant is less than the ratio of the first paragraph, in addition to idle-stop
function and hybrid electric motor motorcycles compliance certification, central
competent authority may suspend the issuance of other motorcycle certifications.

Article 17
Motorcycle emission test methods and procedures, motorcycle evaporative
emission testing methods and procedures, motorcycle endurance test methods

	and procedures qualification certification are defined by central competent authority separately. Article 18 Central competent authority may delegate authority (organization) to handle the examination and certification of new motorcycles and sample testing related matters. Article 19 These measures start on date of promulgation.
Attachments：	Full articles including appendixes.pdf

Data Source：Ministry of Environment Laws and Regulations Retrieving System