

Appendix 3 Gasoline vehicle Conformity of Production Related Provisions

1. Applicants apply for engine family emissions certification shall implement the conformity of production measures in accordance with provisions in this appendix to ensure the emissions control system of production vehicles comply with the applicable emission standards during the emissions control system's useful life warranty period. The quality control plan called Conformity of Production for mass-production gasoline vehicle emissions control shall be implemented in accordance with the following specified contents and requirements:
 - 1.1 Self-conducted selective testing method.
 - 1.2 Selective sampling ratio.
 - 1.3 Testing items.
 - 1.4 Organization name that conduct the test.
 - 1.5 Instruments and equipment.
 - 1.6 Test results and a complete record of the testing.
 - 1.7 Deployment data for personnel implementing the Conformity of Production plan and the personnel information who will cooperate with the new vehicle random inspection and the recall and correction investigation testing.
 - 1.8 Flowchart of plan implementation.
 - 1.9 Improvement plan for problems or issues.
 - 1.10 Other supplementary explanations and information on mass-production vehicles' sales service stations.
2. Commissioned test regulations
 - 2.1 For domestic made vehicles, the conformity of production testing should be performed by the central competent authority accredited inspection and testing laboratories.
 - 2.2 For imported vehicles, the conformity of production testing should be performed by the inspection and testing organizations overseas approved by the central competent authority, or performed by the local inspection and testing organizations accredited by the central competent authority.
 - 2.3 For overseas conformity of production testing, if deemed necessary, the central competent authority may designate local inspection and testing organizations to perform comparison testing, the applicant shall pay the fees for testing and vehicle transportation.
 - 2.4 For domestically performed conformity of production testing, the results from inspection and testing laboratories shall be submitted to the online transmission application system designated by the central competent authority.
3. New vehicle quality control measures
 - 3.1 Conformity of Production (COP) inspection and testing items shall at least include driving cycle exhaust emissions testing, idle emission testing and OBD electrical circuit continuity testing.
 - 3.2 When manufacturing or importing the vehicles, the manufacturer or the manufacturer designated dealer shall complete the quality control testing activities before the sales volume

reaches the upper control threshold that is defined in 3.3: Random inspection ratio. In the meantime, the applicant shall also submit the test report within the specified timeline.

3.3 New vehicle Conformity of Production testing sampling ratio

3.3.1 Application filed by the vehicle manufacturer or manufacturer designated agent, for each engine family, one vehicle per 200 manufactured or imported vehicles shall be selected for the Conformity of Production testing.

3.3.2 If the applicant is the association jointly organized by the vehicle importers, then one unit of the vehicle shall be selected for random inspection when the number of the imported vehicles is less than 100 units. If the imported number is over 100 units, then one unit shall be selected for conducting the random inspection for every 25 units of vehicles being imported.

4. In-use vehicle quality control measures

4.1 The test vehicle shall be selected by giving the priority to the vehicle model enjoying bigger sales volume or serving as the representational model. The tested vehicle shall be running for 15,000 km (including) or over 6 months (including), whichever is later. In the meantime, the mileage or the service duration shall be guaranteed in terms of the emission control system. However, it shall not be limited to the situation where the applicant becomes unable to conduct the test according to the aforesaid regulations due to specific reasons and where the applicant submits the feasible alternative solution to the central competent authority for approval during the period starting from reaching the lower control threshold established for the respective stage until the completion deadline.

4.2 Five years after discontinuing the manufacturing of such engine family or OBD Family, the applicant may stop submitting the quality control test result and relevant records being maintained for the in-use vehicles.

4.3 Inspection and testing items

4.3.1 Maintenance and Warranty information.

The gasoline vehicle manufacturer or importer shall collect and record the vehicle emissions control system's service information (such as: customer complaint issues, repairs, OBD malfunction records etc.) during the system's useful life and warranty periods. The records shall be preserved at least 2 years for future reference. The central competent authority may audit the implementation status by conducting a random sampling check.

4.3.2 OBD In-Use Performance Ratio (IUPR)

For the OBD family with annual sales over 200 vehicles, the gasoline vehicle manufacturer or manufacturer designated agent shall inspect and record the domestic sold vehicle's IUPR status in accordance with the related provisions stipulated in Appendix 1 paragraph 6.3. The records shall be preserved for 2 years for future reference. The central competent authority may audit the implementation status by conducting a random sampling check.

4.3.3 Driving cycle exhaust emissions test

Based on the regulations specified in 4.4.2.: Random inspection ratio of this Appendix and the planned test completion deadline, the agent designated by the vehicle manufacturer or the imported gasoline-powered vehicle manufacturer shall select the test vehicle. In the meantime, the aforesaid agent shall complete the testing activities according to the regulations provided below.

4.3.3.1 Before June 30, 2024, the Applicant shall conduct the Driving Cycle Emission Test, the Idling Test and the OBD Disconnection Test.

4.3.3.2 As of July 1, 2024, the applicant may conduct the test by selecting either of the following methods:

- (1) If the test is conducted according to “Worldwide Harmonized Light-Duty Vehicle Test Procedure” (hereunder briefed as WLTP), then the applicant may use the PEMS test family as the management unit in order to conduct Real Driving Emission Test, Idling Test and OBD Disconnected Test. In addition, the applicant may conduct the Driving Cycle Test for use as the alternative solution of the Real Driving Emission Test.
- (2) If the test is conducted according to “New European Driving Cycle” (hereunder briefed as NEDC), then the applicant shall use the PEMS test family as the management unit in order to conduct Real Driving Emission Test, Idling Test and OBD Disconnected Test.
- (3) If the test is conducted according to “Federal Test Procedure” (hereunder briefed as FTP), then the applicant shall use the engine family as the management unit in order to conduct the required tests, including Supplemental Federal Test Procedure (briefed as SFTP), Idling Test and OBD Disconnected Test.

4.4 Sampling ratio and the deadline for completing the testing

4.4.1 IUPR test sampling ratio

4.4.1.1 Except that the first inspection should be completed within 18~24 months starting from selling the new vehicle model, the applicant shall conduct the test annually for the respective OBD Family.

4.4.1.2 For each OBD family with annual vehicle sales between over 200 units and 5,000 units, at least 6 vehicles shall be conducted the IUPR testing and recorded within the period between sales have reached lower limit and the upper limit; for vehicle sales over 5,000 units, at least 15 vehicles shall be conducted and recorded the IUPR testing within the prescribed period.

4.4.2 Driving cycle test sampling ratio

4.4.2.1 The applicant shall conduct the test according to the regulations defined in the table below soon as the accumulated sales volume of the respective PEMS test family or engine family reaches the lower threshold established for each stage:

Stage	Accumulated sales (unit)	Test number (unit)	Test completion deadline
1	1,000-4,999	1	Within 24 months
2	5,000-24,999	1	Within 18 months

3	Starting from 25,000 units (For every increase of 25,000 units)	1	Within 18 months
---	--	---	------------------

4.4.2.2 In the event the designated PEMS test family or engine family fails to achieve the aforesaid threshold, before precluding the aforesaid PEMS test family or engine family, the applicant shall conduct the test according to the regulations defined in the aforesaid table if the summarized sales volume of the rest of the vehicle is more than 1,000 units.

4.5 Test result and data reporting schedule

- 4.5.1 The applicant shall report and log-in the test result and the required data according to the format established for the network transmission system been designated by the central competent authority. As a next step, the applicant shall also submit the aforesaid result and data to the central competent authority for referencing review.
- 4.5.2 New vehicle quality control: Before the 20th of each month, the applicant shall report the production quantity of new vehicles, imported quantity and new vehicle quality control test result of the previous month.
- 4.5.3 In-use vehicle quality control: Before the 31st of March each year, the applicant shall report the emission test result being conducted in the previous year.
- 4.5.4 After completing the quality control test, the applicant shall not attempt to change the test purpose of the vehicles failing the test.