



GRAND-DUCHÉ DE LUXEMBOURG

Ministère du Développement durable
et des Infrastructures
Département des Transports

L-2938 Luxembourg

SOCIÉTÉ NATIONALE DE
CERTIFICATION ET D'HOMOLOGATION

s.à r.l.

Registre de Commerce: B 27180

L-5201 Sandweiler



Référence: e13*2016/1628*2016/1628SHB3/P*0218*00

Annexes: - Rapport technique
- Fiche de renseignements du constructeur

Luxembourg, le 29 août 2018

CERTIFICAT DE RECEPTION UE PAR TYPE EU TYPE-APPROVAL CERTIFICATE

Communication concernant ⁽¹⁾: / Communication concerning the ⁽¹⁾:

- la réception UE par type / EU type-approval
- l'extension de la réception UE par type / extension of EU type-approval
- le refus de la réception UE par type / refusal of EU type-approval
- le retrait de la réception UE par type / withdrawal of EU type-approval

~~d'un type de moteurs / d'une famille de moteurs ⁽¹⁾, en ce qui concerne les émissions de gaz polluants et de particules polluantes conformément au règlement (UE) 2016/1628, modifié en dernier lieu par le règlement (délégué) ⁽¹⁾ .../... (de la Commission) ⁽¹⁾ (du Parlement européen et du Conseil) ⁽¹⁾~~
of an engine type / engine family ⁽¹⁾ with regard to gaseous and particulate pollutant emission pursuant to Regulation (EU) 2016/1628, as last amended by (Commission Delegated) ⁽¹⁾ Regulation .../... ⁽¹⁾ (of the European Parliament and of the Council) ⁽¹⁾

Numéro de réception UE par type ⁽³⁾:

EU type-approval number ⁽³⁾:

e13*2016/1628*2016/1628SHB3/P*0218*00

Motif de l'extension/du refus/du retrait ⁽¹⁾:

Reason for extension/refusal/withdrawal ⁽¹⁾:

not applicable

SECTION I SECTION I

- 1.1. Marque(s) [dénomination(s) commerciale(s) du constructeur]:**
Make (trade name(s) of manufacturer): Loncin
- 1.2. Appellation(s) commerciale(s) (le cas échéant):**
Commercial name(s) (if applicable): not applicable
- 1.3. Nom et adresse du constructeur:**
Company name and address of manufacturer: Loncin Motor Co., Ltd.
No. 99 Hualong Road, Jiulong Industrial Park,
Jiulongpo District, Chongqing, 400052,
P.R. China
- 1.4. Nom et adresse du représentant agréé du constructeur (s'il y a lieu):**
Name and address of manufacturer's authorised representative (if any): CMD Costruzioni Motori Diesel Spa
Nucleo Industriale Valle di Vitalba – 85020 –
Atella (Potenza) - Italy

- 1.5. **Nom(s) et adresse(s) des usines d'assemblage/de fabrication:**
Name(s) and address(es) of assembly/manufacture plant(s): Loncin Motor Co., Ltd.
No. 99 Hualong Road, Jiulong Industrial Park,
Jiulongpo District, Chongqing, 400052,
P.R. China
- 1.6. **Désignation du type de moteurs / désignation de la famille de moteurs / FT ⁽¹⁾:**
Engine type designation / engine family designation / FT ⁽¹⁾: **NRSH.80H LC148F-2**
NRSH.80H 148F-2
NRSH.80H LC148FD-2
NRSH.80H 148FD-2
- 1.7. **Catégorie et sous-catégorie du type de moteurs / de la famille de moteurs ⁽¹⁾⁽⁴⁾:**
Category and sub-category of the engine type / engine family ⁽¹⁾⁽⁴⁾: NRSh-v-1b
- 1.8. **Catégorie de période de durabilité des caractéristiques d'émission:**
Emissions durability period category: ~~not applicable~~ / ~~Cat 1~~ / ~~Cat 2~~ / Cat 3 ⁽¹⁾
- 1.9. **Phase d'émissions:**
Emissions stage: V / ~~SPE~~
- 1.10. **Moteur destiné aux fraises à neige ⁽⁵⁾:**
Engine for snow throwers ⁽⁵⁾: ~~Yes~~ / No ⁽¹⁾

SECTION II

SECTION II

1. **Autorité déléguée:**
Assigned authority: *Société Nationale de Certification et d'Homologation*
L-5201 Sandweiler
- Service technique responsable de la réalisation du ou des essais:**
Technical service responsible for carrying out the test(s): TÜV Rheinland Luxembourg GmbH
2a, Kalchesbruck
L-1852 Luxembourg
2. **Date(s) du/des rapport(s) d'essai:**
Date(s) of the test report(s): 15.08.2018
3. **Numéro(s) du/des rapport(s) d'essai:**
Number(s) of the test report(s): 87-2016/1628-0147/18-00

SECTION III
SECTION III

Le soussigné certifie, par la présente, l'exactitude de la description, faite par le constructeur dans la fiche de renseignements en annexe, ~~du type de moteurs / de la famille de moteurs~~ ⁽¹⁾ décrit(e) ci-dessus, dont un ou plusieurs échantillons représentatifs, choisis par l'autorité compétente en matière de réception, ont été présentés en tant que prototypes, ainsi que l'applicabilité ~~au type de moteurs / à la famille de moteurs~~ ⁽¹⁾ des résultats d'essai en annexe.
The undersigned hereby certifies the accuracy of the manufacturer's description in the attached information document of the engine type / engine family ⁽¹⁾ described above, for which one or more representative samples, selected by the approval authority, have been submitted as prototypes and that the attached test results apply to the engine type / engine family ⁽¹⁾.

- | | | |
|----|--|---|
| 1. | <p>Le type de moteurs / la famille de moteurs ⁽¹⁾ satisfait / ne satisfait pas ⁽¹⁾ aux exigences définies dans le règlement (UE) 2016/1628.
The engine type / engine family ⁽¹⁾ meets / does not meet ⁽¹⁾ the requirements laid down in Regulation (EU) 2016/1628.</p> | meets |
| 2. | <p>La réception est accordée/étendue/refusée/retirée ⁽¹⁾.
The approval is granted/extended/refused/withdrawn ⁽¹⁾.</p> | granted/extended/refused/withdrawn ⁽¹⁾ |
| 3. | <p>La réception est accordée conformément à l'article 35 du règlement (UE) 2016/1628 et sa validité expire, dès lors, le jj/mm/aaaa ⁽³⁾.
The approval is granted in accordance with Article 35 of Regulation (EU) 2016/1628 and the validity of the approval is thus limited to dd/mm/yyyy ⁽³⁾.</p> | not applicable |
| 4. | <p>Restrictions de validité ⁽³⁾⁽⁶⁾:
Restrictions to validity ⁽³⁾⁽⁶⁾:</p> | not applicable |
| 5. | <p>Dérogations appliquées ⁽³⁾⁽⁶⁾:
Exemptions applied ⁽³⁾⁽⁶⁾:</p> | not applicable |

Lieu:
Place:

Luxembourg

Date:
Date:

29 août 2018

Signature:
Signature:

**Pour le Ministre du Développement durable
et des Infrastructures**

Pour la SNCH



Marco FELTES
Inspecteur Principal 1^{er} en rang



Laurent LINDEN
Attaché de Direction



Pièces jointes:

Attachments:

- Dossier de réception.

Information package.

- Rapport(s) d'essai.

Test report(s).

- Le cas échéant, nom et spécimen de signature de la ou des personnes habilitées à signer les déclarations de conformité, ainsi qu'indication de leur fonction dans la société.

Where applicable, the name(s) and specimen(s) of the signature(s) of the person(s) authorised to sign statement of conformity and a statement of their position in the company.

- Le cas échéant, spécimen rempli de déclaration de conformité.

Where applicable, a completed specimen of a statement of conformity.

N.B.:

Si le présent modèle est utilisé pour la réception UE par type d'un moteur dans le cadre d'une dérogation pour de nouvelles technologies ou de nouveaux concepts, conformément à l'article 35, paragraphe 4, du règlement (UE) 2016/1628, l'intitulé du certificat est le suivant: «CERTIFICAT DE RÉCEPTION UE PAR TYPE PROVISoire, VALABLE UNIQUEMENT SUR LE TERRITOIRE DE LA/DU ...»⁽⁷⁾.

NB:

If this model is used for EU type-approval of an engine as an exemption for new technologies or new concepts, pursuant to Article 35(4) of Regulation (EU) 2016/1628, the heading of the certificate shall read "PROVISIONAL EU TYPE-APPROVAL CERTIFICATE VALID ONLY ON THE TERRITORY OF ..." ⁽⁷⁾.

ADDENDUM
ADDENDUM

PARTIE A — CARACTÉRISTIQUES DU TYPE DE MOTEURS / DE LA FAMILLE DE MOTEURS ⁽¹⁾
PART A — CHARACTERISTICS OF THE ENGINE TYPE / ENGINE FAMILY ⁽¹⁾

2.	Paramètres de conception communs du type de moteurs / de la famille de moteurs ⁽¹⁾ Common design parameters of the engine type / engine family ⁽¹⁾	
2.1.	Cycle de combustion: Combustion Cycle:	four stroke cycle / two stroke cycle / rotary/other ⁽¹⁾
2.2.	Modes d'allumage: Ignition Type:	Compression ignition / spark ignition ⁽¹⁾
2.3.1.	Disposition des cylindres dans le bloc: Position of the cylinders in the block:	V / in-line / radial / other (describe) ⁽¹⁾ : single
2.6.	Moyen principal de refroidissement: Main Cooling medium:	Air / Water / Oil ⁽¹⁾
2.7.	Mode d'aspiration de l'air: Method of air aspiration:	Naturally aspirated / pressure charged / pressure charged with charge cooler ⁽¹⁾
2.8.1.	Type(s) de carburant: Fuel Type(s):	Diesel (non road gas oil) / Ethanol for dedicated compression ignition engines (ED95) / Petrol (E10) / Ethanol (E85) / (Natural gas/Biomethane) / Liquid Petroleum Gas (LPG) ⁽¹⁾
2.8.1.1.	Sous-type de carburant (uniquement gaz naturel/biométhane): Sub Fuel type (Natural gas/Biomethane only):	Universal fuel — high calorific fuel (H-gas) and low calorific fuel (L-gas) / Restricted fuel high calorific fuel (H-gas) / Restricted fuel low calorific fuel (L-gas) / Fuel specific (LNG) ⁽¹⁾
2.8.2.	Alimentation en carburant: Fuelling arrangement:	Liquid-fuel only / Gaseous fuel only / Dual fuel type 1A / Dual fuel type 1B / Dual fuel type 2A / Dual fuel type 2B / Dual fuel type 3B ⁽¹⁾
2.8.3.	Liste des autres carburants pouvant être utilisés par le moteur déclarés par le constructeur conformément à l'annexe I, point 1, du règlement délégué (UE) 2017/654 (indiquer la référence à une norme ou à des spécifications reconnues): List of additional fuels compatible with use by the engine declared by the manufacturer in accordance with point 1 of Annex I to Delegated Regulation (EU) 2017/654 (provide reference to recognised standard or specification):	not applicable
2.8.4.	Lubrifiant ajouté au carburant: Lubricant added to fuel:	Yes / No ⁽¹⁾
2.8.5.	Système d'alimentation en carburant: Fuel supply type:	Pump (high pressure) line and injector / in-line pump or distributor pump / Unit injector / Common rail / Carburettor / port injector / direct injector / Mixing unit / other (specify) ⁽¹⁾
2.9.	Systèmes de gestion du moteur: Engine management systems:	Mechanical / electronic control strategy ⁽¹⁾

2.10.	Dispositifs divers: Miscellaneous devices:	Yes / No ⁽¹⁾
2.10.1.	Système de recyclage des gaz d'échappement (EGR): Exhaust gas recirculation (EGR):	Yes / No ⁽¹⁾
2.10.2.	Injection d'eau: Water injection:	Yes / No ⁽¹⁾
2.10.3.	Injection d'air: Air injection:	Yes / No ⁽¹⁾
2.10.4.	Autres (préciser): Others (specify):	not applicable
2.11.	Système de post-traitement des gaz d'échappement: Exhaust after-treatment system:	Yes / No ⁽¹⁾
2.11.1.	Catalyseur d'oxydation: Oxidation catalyst:	Yes / No ⁽¹⁾
2.11.2.	Système réducteur de NO_x avec réduction sélective des NO_x (adjonction d'un agent réducteur): DeNO _x system with selective reduction of NO _x (addition of reducing agent):	Yes / No ⁽¹⁾
2.11.3.	Autre système réducteur de NO_x: Other DeNO _x systems:	Yes / No ⁽¹⁾
2.11.4.	Catalyseur à trois voies combinant oxydation et réduction des émissions de NO_x: Three-way catalyst combining oxidation and NO _x reduction:	Yes / No ⁽¹⁾
2.11.5.	Système de post-traitement des particules avec régénération passive: Particulate after-treatment system with passive regeneration:	Yes / No ⁽¹⁾
2.11.6.	Système de post-traitement des particules avec régénération active: Particulate after-treatment system with active regeneration:	Yes / No ⁽¹⁾
2.11.7.	Autres systèmes de post-traitement des particules: Other particulate after-treatment systems:	Yes / No ⁽¹⁾
2.11.8.	Catalyseur à trois voies combinant oxydation et réduction des émissions de NO_x: Three-way catalyst combining oxidation and NO _x reduction:	Yes / No ⁽¹⁾
2.11.9.	Autres dispositifs de post-traitement (préciser): Other after-treatment devices (specify):	not applicable
2.11.10.	Autres dispositifs ou caractéristiques qui ont une forte incidence sur le niveau des émissions (préciser): Other devices or features that have a strong influence on emissions (specify):	not applicable

3. Caractéristiques principales du ou des types de moteurs

Essential characteristics of the engine type(s)

Item Number	Item Description	Parent Engine / Engine type	Engine types within the family (if applicable)		
3.1.1.	Engine Type Designation:	LC148F-2	148F-2	148FD-2	LC148FD-2
3.1.2.	Engine type designation shown on engine mark: Yes / No ⁽¹⁾	Yes	Yes		
3.1.3.	Location of the manufacturer's statutory marking:	Crankcase	Crankcase		
3.2.1.	Declared rated speed (rpm)	3600	3600		
3.2.1.2.	Declared rated net Power (kW):	1,7	1,7		
3.2.2.	Maximum power speed (rpm):	3600	3600		
3.2.2.2.	Maximum net power (kW):	1,7	1,7		
3.2.3.	Declared maximum torque speed (rpm):	3000	3000		
3.2.3.2.	Declared maximum torque (Nm):	4,58	4,58		
3.6.3.	Number of Cylinders:	1	1		
3.6.4.	Engine Displacement (cm ³):	79,8	79,8		
3.8.5.	Device for recycling crank-case gases: Yes / No ⁽¹⁾	Yes	Yes		
3.11.3.12.	Consumable reagent: Yes / No ⁽¹⁾	No	No		
3.11.3.12.1.	Type and concentration of reagent needed for catalytic action:	not applicable	not applicable		
3.11.3.13.	NO _x sensor(s): Yes / No ⁽¹⁾	No	No		
3.11.3.14.	Oxygen sensor: Yes / No ⁽¹⁾	No	No		
3.11.4.7.	Fuel borne catalyst (FBC): Yes / No ⁽¹⁾	No	No		

Particular conditions to be respected in the installation of the engine on non-road mobile machinery:

3.8.1.1.	Maximum allowable intake depression at 100 % engine speed and at 100 % load (kPa) with clean air cleaner:	0,3	0,3		
3.8.3.2.	Maximum charge air cooler outlet temperature at 100 % speed and 100 % load (deg. C):	not applicable	not applicable		
3.8.3.3.	Maximum allowable pressure drop across charge cooler at 100 % engine speed and at 100 % load (kPa) (if applicable):	not applicable	not applicable		
3.9.3.	Maximum permissible exhaust gas backpressure at 100 % engine speed and at 100 % load (kPa):	2,5	2,5		
3.9.3.1.	Location of measurement:	Exhaust port nearby	Exhaust port nearby		
3.11.1.2.	Maximum temperature drop from exhaust system or turbine outlet to first exhaust after-treatment system (deg. C) if stated:	not applicable	not applicable		
3.11.1.2.1.	Test conditions for measurement:	not applicable	not applicable		

PARTIE B — RESULTATS DES ESSAIS
PART B — TEST RESULTS

- 3.8. Le constructeur a l'intention d'utiliser le signal UCE du couple pour la surveillance en service:**
Manufacturer intends to use ECU torque signal for in-service monitoring: Yes / No ⁽¹⁾
- 3.8.1. Couple mesuré au dynamomètre supérieur ou égal à 0,93 × couple UCE:**
Dynamometer torque greater than or equal to 0,93 × ECU torque: Yes / No ⁽¹⁾
- 3.8.2. Facteur de correction du couple UCE si le couple mesuré au dynamomètre est inférieur à 0,93 × couple UCE:**
ECU torque correction factor in case that dynamometer torque less than 0,93 × ECU torque: not applicable
- 11.1. Résultats relatifs aux émissions sur le cycle**
Cycle emissions results

Emissions	CO (g/kWh)	HC (g/kWh)	NO _x (g/kWh)	HC+NO _x (g/kWh)	PM (g/kWh)	PN #/kWh	Test Cycle ⁽⁸⁾
NRSC final result with DF	357,59	---	---	17,17	---	---	G3
NRTC Final test result with DF	---	---	---	---	---	---	---

- 11.2. Résultat concernant le CO₂:**
CO₂ result: 780,36 g/kWh

- (1) Biffer les options non utilisées ou n'indiquer que la ou les options retenues.**
Strike out the unused options, or only show the used option(s).
- (2) Indiquer uniquement la dernière modification dans le cas d'une modification portant sur un ou plusieurs articles du règlement (UE) 2016/1628, en fonction de la modification appliquée pour la réception UE par type.**
Indicate only the latest amendment in case of an amendment of one or more Articles of Regulation (EU) 2016/1628, according to the amendment applied for the EU type-approval.
- (3) Supprimer cette indication si elle n'a pas lieu d'être.**
Delete this entry when not applicable.
- (4) Indiquer l'option appropriée pour la catégorie et la sous-catégorie conformément au point 1.7 de la fiche de renseignements figurant dans la partie A de l'appendice 3 de l'annexe I.**
Indicate the applicable option for the category and sub-category in accordance with entry 1.7 of the information document set out in Part A of Appendix 3 to Annex I.
- (5) Indiquer si la réception s'applique à une famille de moteurs de catégorie NRS (<19 kW) constituée exclusivement de types de moteurs destinés aux fraises à neige.**
Indicate whether the approval is for NRS (<19 kW) engine family consisting exclusively of engine type for snow throwers.
- (6) Applicable uniquement pour la réception UE par type d'un type de moteurs ou d'une famille de moteurs bénéficiant d'une dérogation pour de nouvelles technologies ou de nouveaux concepts, conformément à l'article 35 du règlement (UE) 2016/1628.**
Applicable only for EU type-approval of an engine type or an engine family as an exemption for new technologies or new concepts, pursuant to Article 35 of Regulation 2016/1628.
- (7) Indiquer l'Etat membre.**
Indicate the Member State.
- (8) Indiquer le cycle d'essai conformément à la cinquième colonne des tableaux figurant à l'annexe IV du règlement (UE) 2016/1628.**
Indicate the test cycle in accordance with the fifth column of the Tables set out in Annex IV to Regulation (EU) 2016/1628.



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Registre de Commerce: B 27180



L-5201 Sandweiler

Référence: e13*2016/1628*2016/1628SHB3/P*0218*00

Annexes: - Rapport technique
- Fiche de renseignements du constructeur

Luxembourg, le 29 août 2018

INDEX DU DOSSIER DE RECEPTION

INDEX TO TYPE-APPROVAL REPORT

	Numéro de réception: Approval number:	e13*2016/1628*2016/1628SHB3/P*0218*00
	Révision: Revision:	00
	Marque de fabrique: Trade name or mark:	Loncin
	FT: FT:	NRSH.80H LC148F-2 NRSH.80H 148F-2 NRSH.80H LC148FD-2 NRSH.80H 148FD-2
1.	Procès-verbal d'essai: Test report:	N° 87-2016/1628-0147/18-00
	- Test report:	Page(s) 1 to 10;
	- List of modifications:	Appendix 0 - Page(s) 11.
2.	Dossier du constructeur: Report of the manufacturer:	N° 2016/1628-NRSH.80H-00
	- Manufacturer's information document:	Page(s) 1 to 17;
	- Attachments to the information document:	see: Index of attachments, page(s) 1.
3.	Autres documents annexés: Other documents annexed:	not applicable
4.	Date de délivrance de la réception initiale: Date of issue of initial type approval:	29.08.2018
5.	Date de la dernière délivrance de pages révisées: Date of last issue of revised pages:	not applicable
6.	Date de la dernière délivrance d'une réception révisée: Date of last extension:	not applicable

Manufacturer : Loncin Motor Co., Ltd.
Engine family designation : NRSH.80H
Parent engine type designation: LC148F-2

TEST REPORT

according to Regulation of the European Parliament and of the Council

on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery

(EU) 2016/1628

including all amendments until

Approval status	
EU type – approval	: ---

Structure of report:

1. General Information
2. General engine information (test engine)
3. Documentation and information Check list (primary test only)
4. Reference fuel(s) used for test (complete relevant subparagraph(s))
5. Lubricant
6. Engine Speed
7. Engine Power
8. Conditions at test
9. Information concerning the conduct of the NRSC test:
10. Information concerning the conduct of the NRTC test (if applicable):
11. Final emissions results
12. Remarks concerning tested object(s)
13. Appendices
14. Statement of conformity

Manufacturer : Loncin Motor Co., Ltd.
Engine family designation : NRSH.80H
Parent engine type designation: LC148F-2

1. General information

- 1.1 Make (trade name of the manufacturer) : Loncin
- 1.2 Commercial name(s) (if applicable) : ---
- 1.3 Company name and address of manufacturer : Loncin Motor Co., Ltd.
No.99 Hualong Road, Jiulong Industrial Park,
Jiulongpo District, Chongqing, 400052,
P. R. China
- 1.4 Name of technical service : TÜV Rheinland Luxemburg GmbH
- 1.5 Address of technical service : 2a, Kalchesbruck
L-1852 Luxembourg
- 1.6 Location of test : Loncin Motor Co., Ltd.
No.99 Hualong Road, Jiulong Industrial Park,
Jiulongpo District, Chongqing, 400052,
P. R. China
- 1.7 Date of test : March 8, 2018
- 1.8 Test report number : 87-2016/1628-0147/18-00
- 1.9 Information document reference number (if available) : 2016/1628-NRSH.80H-00
- 1.10 Test report type: : Primary test/~~additional test~~/~~supplementary test~~
- 1.10.1 Description of the purpose of the test : Type approval test

2. General engine information (test engine)

- 2.1 ~~Engine type designation/engine family designation/FT~~ : NRSH.80H LC148F-2
- 2.2 Engine identification number : T291001810141602
- 2.3 Engine Category and subcategory : ~~NRE-v-1/NRE-v-2/NRE-v-3/NRE-v-4/NRE-v-5/NRE-v-6/NRE-v-7/NRE-c-1/NRE-c-2/NRE-c-3/NRE-c-4/NRE-c-5/NRE-c-6/NRE-c-7/NRG-v-1/NRG-c-1/NRSh-v-1a/NRSh-v-1b/NRS-vr-1a/NRS-vr-1b/NRS-vi-1a/NRS-vi-1b/NRS-v-2a/NRS-v-2b/NRS-v-3/IWP-v-1/IWP-v-2/IWP-v-3/IWP-v-4/IWP-e-1/IWP-e-2/IWP-e-3/IWP-e-4/IWA-v-1/IWA-v-2/IWA-v-3/IWA-v-4/IWA-e-1/IWA-e-2/IWA-e-3/IWA-e-4/RLL-v-1/RLL-C-1/RLR-v-1/RLR-C-1/SMB-v-1/ATS-v-1~~
- 2.4 Condition of object(s) : ~~new, used, pretested~~
- 2.5 Worst case selection : The determination of “worst case scenario” was done according to internal procedures of the Technical Service (QMA 1.301.005, section 6.2.2.2.).
- 2.6 Remark : ---

Manufacturer : Loncin Motor Co., Ltd.
Engine family designation : NRSH.80H
Parent engine type designation: LC148F-2

3. Documentation and information Check list (primary test only)

- | | | | |
|--------|---|---|--|
| 3.1. | Engine mapping documentation reference | : | See information document No. 2016/1628-NRSH.80H-00 |
| 3.2. | Deterioration factor determination documentation reference | : | See information document No. 2016/1628-NRSH.80H-00 |
| 3.3. | Infrequent regeneration factors determination documentation reference, where applicable | : | --- |
| 3.4. | NOx control diagnostic demonstration documentation reference, where applicable | : | --- |
| 3.5. | Particulate control diagnostic demonstration documentation reference, where applicable | : | --- |
| 3.6. | For engine types and engine families that use an ECU as part of the emission control system anti-tampering declaration documentation reference | : | --- |
| 3.7. | For engine types and engine families that use mechanical devices as part of the emission control system anti- tampering and adjustable parameters declaration and demonstration documentation reference | : | See information document No. 2016/1628-NRSH.80H-00 |
| 3.8. | Manufacturer intends to use ECU torque signal for in-service monitoring | : | Yes /No |
| 3.8.1. | dynamometer torque greater than or equal to $0,93 \times$ ECU torque | : | Yes /No |
| 3.8.2. | ECU torque correction factor in case that dynamometer torque less than $0,93 \times$ ECU torque | : | --- |

4. Reference fuel(s) used for test (complete relevant subparagraph(s))

- | | | | |
|--------|---|---|-------|
| 4.1. | <i>Liquid fuel for spark-ignition engines</i> | | |
| 4.1.1. | Make | : | SBF |
| 4.1.2. | Type | : | E10 |
| 4.1.3. | Octane number RON | : | 96.1 |
| 4.1.4. | Octane number MON | : | 85.9 |
| 4.1.5. | Ethanol content (%) | : | 9.6 |
| 4.1.6. | Density at 15 Deg.C (kg/m ³) | : | 0.753 |
| 4.2. | <i>Liquid fuel for compression-ignition engines</i> | | |
| 4.2.1. | Make | : | --- |
| 4.2.2. | Type | : | --- |
| 4.2.3. | Cetane number | : | --- |

Manufacturer : Loncin Motor Co., Ltd.
Engine family designation : NRSH.80H
Parent engine type designation: LC148F-2

4.2.4.	Fame content (%)	:	---
4.2.5.	Density at 15 Deg.C (kg/m3)	:	---
4.3.	<i>Gaseous fuel — LPG</i>	:	---
4.3.1.	Make	:	---
4.3.2.	Type	:	---
4.3.3.	Reference fuel type	:	Fuel A/Fuel B
4.3.4.	Octane number MON	:	---
4.4.	<i>Gaseous fuel- Methane/biomethane</i>	:	---
4.4.1.	Reference fuel type	:	GR/G23/G25/G20
4.4.2.	Source of reference gas	:	specific reference fuel/pipeline gas with admixture
4.4.3.	For specific reference fuel		
4.4.3.1.	Make	:	---
4.4.3.2.	Type	:	---
4.4.4.	For pipeline gas with admixture	:	---
4.4.4.1.	Admixture(s)	:	Carbon dioxide/Ethane/Methane/Nitrogen/Propane
4.4.4.2.	The value of Sλ for the resulting fuel blend	:	---
4.4.4.3.	The Methane Number (MN) of the resulting fuel blend	:	---
4.5.	<i>Dual fuel engine (in addition to relevant sections above)</i>	:	---
4.5.1.	Gas energy ratio on test cycle	:	---
5.	Lubricant		
5.1.	Make(s)	:	MOBIL
5.2.	Type(s)	:	15W/40
5.3.	SAE viscosity	:	107 mm ² /s at 40°C 14.7 mm ² /s at 100°C
5.4.	Lubricant and fuel are mixed	:	Yes /No
5.4.1.	Percentage of oil in mixture	:	---

Manufacturer : Loncin Motor Co., Ltd.
Engine family designation : NRSH.80H
Parent engine type designation: LC148F-2

6. Engine Speed

- 6.1. 100 % speed (rpm) : 3600
- 6.1.1. 100 % speed determined by : Declared rated speed/Declared maximum test speed (MTS)/Measured MTS
- 6.1.2. Adjusted MTS if applicable (rpm) : ---
- 6.2. Intermediate speed : ---
- 6.2.1. Intermediate speed determined by : Declared intermediate speed/Measured intermediate speed/60 % of 100 % speed/75 % of 100 % speed/85 % of 100 % speed
- 6.3. Idle speed : 1800±150

7. Engine Power

- 7.1. Engine driven equipment (if applicable)
- 7.1.1. Power absorbed at indicated engine speeds by necessary auxiliaries for engine operation that cannot be fitted for the test (as specified by the manufacturer) to be stated in Table 1:

Table 1 Power absorbed by engine auxiliaries

Auxiliary type and identifying details	Power absorbed at indicated speed (kW) (complete relevant columns)						
	Idle	63%	80%	91%	Inter-mediate	Max. power	100%
---	---	---	---	---	---	---	---
---	---	---	---	---	---	---	---
---	---	---	---	---	---	---	---
Total (P _{ri}) (kW):	---	---	---	---	---	---	---

- 7.1.2. Power absorbed at indicated engine speeds by auxiliaries linked with the operation of the non-road mobile machinery that cannot be removed for the test (as specified by the manufacturer) to be stated in Table 2:

Table 2 Power absorbed by non-road mobile machinery auxiliaries

Auxiliary type and identifying details	Power absorbed at indicated speed (kW) (complete relevant columns)						
	Idle	63%	80%	91%	Inter-mediate	Max. power	100%
---	---	---	---	---	---	---	---
---	---	---	---	---	---	---	---
---	---	---	---	---	---	---	---
Total (P _{ri}) (kW):	---	---	---	---	---	---	---

- 7.2. Engine net power to be stated in Table 3:

Manufacturer : Loncin Motor Co., Ltd.
 Engine family designation : NRS.H.80H
 Parent engine type designation: LC148F-2

Table 3 Engine net power

Condition	Power setting at indicated engine speed (kW) (complete relevant columns)		
	Intermediate	Max. power	100%
Maximum power measured at specified test speed ($P_{m,i}$) (kW)	---	---	1.7
Total auxiliary power from table 1 ($P_{f,i}$)	---	---	---
Total auxiliary power from table 2 ($P_{r,i}$)	---	---	---
Net engine power (kW) $P_i = P_{m,i} - P_{f,i} + P_{r,i}$	---	---	1.7

8 **Conditions at test**

- 8.1. f_a within range 0.93 to 1.07 : Yes/No
- 8.1.1. If f_a is not within specified range state altitude of test facility and dry atmospheric pressure : ---
- 8.2. Applicable intake air temperature range : 20 to 30/0 to -5(snow throwers only)/ -5 to -15(snowmobiles only)/ 20 to 35(NRE greater than 560 kW only)

9. **Information concerning the conduct of the NRSC test**

- 9.1. Cycle (mark cycle used with X) to be stated in Table 4

Table 4 NRSC test cycle

Cycle	C1	C2	D2	E2	E3	F	G1	G2	G3	H
Discrete mode	---	---	---	---	---	---	---	---	X	---
RMC	---	---	---	---	---	---	---	---	---	---

- 9.2. Dynamometer setting (kW) to be stated in Table 5

Table 5 Dynamometer setting

% Load at point or % of rated power (as applicable)	Dynamometer setting (kW) at various engine speeds taking account of net engine power ⁽¹⁾ from Table 3 (complete relevant columns)					
	Idle	63%	80%	91%	Inter-mediate	100%
5%	---	---	---	---	---	---
10%	---	---	---	---	---	---
25%	---	---	---	---	---	---
50%	---	---	---	---	---	---
75%	---	---	---	---	---	---
100%	---	---	---	---	---	1.7

(1) The dynamometer setting shall be determined using the procedure set out in point 7.7.1.3 of Annex VI to Delegated Regulation (EU) 2017/654. The auxiliary power in that point shall be determined using the total values set out in Tables 1 and 2 of this Appendix.

Manufacturer : Loncin Motor Co., Ltd.
Engine family designation : NRSH.80H
Parent engine type designation: LC148F-2

9.3. NRSC Emissions results

9.3.1. Deterioration Factor (DF) : calculated/assigned

9.3.2. DF values and the cycle weighted emissions results to be stated in Table 6:

Note: In the event that a discrete mode NRSC is run where the K_{ru} or K_{rd} factors have been established for individual modes then a table showing each mode and the applied K_{ru} or K_{rd} should replace the shown table

Table 6 NRSC cycle DF values and weighted emissions results

DF	CO	HC	NO _x	HC+NO _x	PM	PN
mult/add	1.00	1.26	1.81	---	---	---
Emissions	CO (g/kWh)	HC (g/kWh)	NO _x (g/kWh)	HC+NO _x (g/kWh)	PM (g/kWh)	PN #/kWh
Test result with/without regeneration	357.59	9.62	2.79	12.41	---	---
k_{ru}/k_{rd} mult/add	---	---	---	---	---	---
test result with IRAF	---	---	---	---	---	---
Final test result with DF	357.59	12.12	5.05	17.17	---	---

9.3.3. Cycle weighted CO₂ (g/kWh) : 780.36

9.3.4. Cycle weighted NH₃ (ppm) : ---

9.4. Additional control area test points (if applicable) to be stated in Table 7

Table 7 Additional control area test points

Emissions at test point	Engine Speed	Load (%)	CO (g/kWh)	HC (g/kWh)	NO _x (g/kWh)	HC+NO _x (g/kWh)	PM (g/kWh)	PN n/kWh
Test result 1	---	---	---	---	---	---	---	---
Test result 2	---	---	---	---	---	---	---	---
Test result 3	---	---	---	---	---	---	---	---

9.5. Sampling systems used for the NRSC test

9.5.1. Gaseous emissions : CVS

9.5.2. PM : ---

9.5.2.1 Method : single/multiple filter

9.5.3. Particle number : ---

10. Information concerning the conduct of the NRTC test (if applicable)

10.1. Cycle (mark cycle with X) to be stated in Table 8

Manufacturer : Loncin Motor Co., Ltd.
 Engine family designation : NRS.H.80H
 Parent engine type designation: LC148F-2

Table 8 NRTC test cycle

NRTC	---
LSI-NRTC	---

10.2. NRTC emissions results

10.2.1. Deterioration Factor (DF) : calculated/ fixed

10.2.2. DF values and the emissions results to be stated in Table 9 or in Table 10, as applicable (NRTC or LSI-NRTC):

Table 9 DF values and the emissions results for NRTC

DF mult/add	CO	HC	NO _x	HC+NO _x	PM	PN
	---	---	---	---	---	---
Emissions	CO (g/kWh)	HC (g/kWh)	NO _x (g/kWh)	HC+NO _x (g/kWh)	PM (g/kWh)	PN #/kWh
Cold start	---	---	---	---	---	---
Hot start test result with/without regeneration	---	---	---	---	---	---
Weighted test result	---	---	---	---	---	---
k_{rv}/k_{rd} mult/add	---	---	---	---	---	---
Weighted test result with IRAF	---	---	---	---	---	---
Final test result with DF	---	---	---	---	---	---

10.2.3 Hot cycle CO₂ (g/kWh) : ---

10.2.4. Cycle weighted NH₃ (ppm) : ---

10.2.5. Cycle work for hot start test (kWh) : ---

10.2.6. Cycle CO₂ for hot start test (g) : ---

Table 10 DF values and the emissions results for NRTC-LSI

DF mult/add	CO	HC	NO _x	HC+NO _x	PM	PN
	---	---	---	---	---	---
Emissions	CO (g/kWh)	HC (g/kWh)	NO _x (g/kWh)	HC+NO _x (g/kWh)	PM (g/kWh)	PN #/kWh
Test result with/without regeneration	---	---	---	---	---	---
k_{rv}/k_{rd} mult/add	---	---	---	---	---	---
Test result with IRAF	---	---	---	---	---	---
Final test result with DF	---	---	---	---	---	---

Manufacturer : Loncin Motor Co., Ltd.
Engine family designation : NRSH.80H
Parent engine type designation: LC148F-2

- 10.3. Cycle CO₂ (g/kWh) : ---
- 10.4. Cycle NH₃ (ppm) : ---
- 10.4.1. Cycle work (kWh) : ---
- 10.4.2. Cycle CO₂ (g) : ---
- 10.5. Sampling system used for the NRTC test : ---
- 10.6. Gaseous emissions : ---
- 10.7. PM : ---
- 10.7.1. Method : single/multiple filter
- 10.8. Particle number : ---
- 11. **Final emissions results**
- 11.1 Cycle emissions results to be stated in Table 11.

Table 11 Final emissions results

Emissions	CO (g/kWh)	HC (g/kWh)	NO _x (g/kWh)	HC+NO _x (g/kWh)	PM (g/kWh)	PN #/kWh	Test Cycle ⁽¹⁾
NRSC final result with DF ⁽¹⁾	357.59	12.12	5.05	17.17	---	---	G3
NRTC final test result with DF ⁽³⁾	---	---	---	---	---	---	---

- 11.2 CO₂ result (g/kWh) ⁽⁴⁾ : 780.36

⁽¹⁾ For NRSC note the cycle indicated in point 9.1; for NRTC note cycle indicated in point 10.1.

⁽²⁾ Copy the results from Table 9.3.2.

⁽³⁾ Copy the results from Table 10.2.2 or 10.3.6, as applicable

⁽⁴⁾ For an engine type or engine family that is tested on both the NRTC and NRSC, indicate the hot cycle CO₂ emissions values from the NRTC noted in point 10.3 or the NRTC-LSI noted in point 10.4. For an engine only tested on an NRSC indicate the CO₂ emissions values given in that cycle from point 9.3.3.

Manufacturer : Loncin Motor Co., Ltd.
Engine family designation : NRSH.80H
Parent engine type designation: LC148F-2

- Remark concerning extension : ~~The vehicle type has been tested according to the modification(s) mentioned in appendix 0.~~
~~The new parts meet the requirements of the regulation.~~
~~An actual practical test of the vehicle was not necessary. The results of the previous test(s) are still valid.~~
- 11.3 Additional information : The results of the test refer exclusively to the object(s) mentioned under section 2.2 of this report.
- 11.4 Remark : ---
12. **Remarks concerning tested object(s)** : All version of the type as stated in the information document are covered with the tested version(s) and test object(s) respectively.
13. **Appendices**
- Appendix 0 List of modifications
Information folder: 2016/1628-NRSH.80H-00
14. **Statement of conformity**
- The section 1.9 mentioned information document and the type described in that comply with the requirements mentioned on page 1. The mentioned test results refer to the vehicle(s)/object(s) described under point 2.1 of this report. With regard to the required level of performance to be achieved, the tested samples were representative for the type to be approved (see section 2.5).

Engineering Center Shanghai, August 15, 2018



Ming Shan
Expert Technical Service

Manufacturer : Loncin Motor Co., Ltd.
Engine family designation : NRSH.80H
Parent engine type designation: LC148F-2

List of modifications

Appendix 0

Correction of : ---

Modification of : ---

Addition of : ---

Deletion of : ---

Contents

	Contents	1
	Declaration by manufacturer on compliance with Regulation (EU) 2016/1628	2
Part A	General information	3
Part B	Common design parameters of engine family	4-5
Part C	Essential characteristics of the engine type(s)	6-17
	Photographs of the parent engine	18
	Content of drawings	19-30

Drawing no.	Drawing subject	Page
148F-2-01	Position of engine no. and EU approval no.	19
148F-2-02	Cylinder header	20
148F-2-03	Cylinder	21
148F-2-04	Piston	22
148F-2-05	Carburettor	23
148F-2-06	Device for recycling crankcase gases	24
148F-2-07	Timing diagram	25
148F-2-08	Ignition advance curve	26
148F-2-09	Exhaust system	27
148F-2-10	Inlet path	28
148F-2-11	Engine mapping	29
148F-2-12	The structure of engines	30

Declaration by manufacturer on prevention of tampering	31
Statement considering emission durability test and test report	32
Emission durability test report	33-41
Revision(s)	42

Loncin Motor Co., Ltd.

No.99 Hualong Road, Jiulong Industrial Park, Jiulongpo District, Chongqing, 400052, P. R. China

Declaration by manufacturer on compliance with Regulation (EU) 2016/1628

The undersigned (full name and position): Huang Wan / Manager

Hereby declares that the following ~~engine type~~/engine family complies in all respects with the requirements of Regulation (EU) 2016/1628 of the European Parliament and of the Council, Commission Delegated Regulation (EU) 2017/654, Commission Delegated Regulation (EU) 2017/655 and Commission Implementing Regulation (EU) 2017/656 and does not use any defeat strategy.

All emission control strategies comply, where applicable, with the requirements for Base Emission Control Strategy (BECS) and Auxiliary Emission Control Strategy (AECS) set-out in section 2 of Annex IV to Delegated Regulation (EU) 2017/654, and have been disclosed in accordance with that Annex and with Annex I to Implementing Regulation (EU) 2017/656.

- | | | |
|------|--|---|
| 1.1. | Make (trade name(s) of manufacturer): | Loncin |
| 1.2. | Commercial name(s) (if applicable): | Not applicable |
| 1.3. | Company name and address of manufacturer: | Loncin Motor Co., Ltd.
No.99 Hualong Road, Jiulong Industrial Park,
Jiulongpo District, Chongqing, 400052,
P. R. China |
| 1.4. | Name and address of manufacturer's authorized representative (if any): | CMD Costruzioni Motori Diesel Spa
Nucleo Industriale Valle di Vitalba -85020-Atella (Potenza) –Italy |
| 1.6. | Engine type designation/ engine family designation/ FT: | NRSH.80H LC148F-2 (Parent Engine)
NRSH.80H 148F-2
NRSH.80H LC148FD-2
NRSH.80H 148FD-2 |

(Place) (Date) Chongqing 14.08.2018

Signature (or visual representation of an 'advanced electronic signature' according to Regulation (EU) No 910/2014 of the European Parliament and of the Council (5), including data for verification):



Huang Wan / Manager

Part A

1. GENERAL INFORMATION

- 1.1. Make (trade name(s) of manufacturer) : Loncin
- 1.2. Commercial name(s) (if applicable) : n.a.
- 1.3. Company name and address of manufacturer : Loncin Motor Co., Ltd.
No.99 Hualong Road, Jiulong Industrial Park, Jiulongpo District, Chongqing, 400052, P. R. China
- 1.4. Name and address of manufacturer's authorised representative (if any) : CMD Costruzioni Motori Diesel Spa
Nucleo Industriale Valle di Vitalba -85020-Atella (Potenza) – Italy
- 1.5. Name(s) and address(es) of ~~assembly~~/manufacture plant(s) : Loncin Motor Co., Ltd.
No.99 Hualong Road, Jiulong Industrial Park, Jiulongpo District, Chongqing, 400052, P. R. China
- 1.6. ~~Engine type designation/ engine family designation~~/FT : NRSH.80H LC148F-2
NRSH.80H 148F-2
NRSH.80H LC148FD-2
NRSH.80H 148FD-2
- 1.7. Category and sub-category of the ~~engine type~~/engine family : NRSh-v-1b
- 1.8. Emissions durability period category : Cat 3 (professional products)
- 1.9. Emissions stage : V
- 1.10. In case of NRS <19 kW only, engine family consisting exclusively of engine types for snow throwers : No
- 1.11. Reference power is : Rated net power
- 1.12. Primary NRSC test cycle : G3
- 1.12.1. In case of variable speed IWP category only, Additional propulsion test cycle : Not applied
- 1.12.2. In case of IWP category only, additional auxiliary NRSC test cycle : Not applied
- 1.13. Transient test cycle : Not applicable
- 1.14. Restrictions on use (if applicable) : n.a.

Part B

2. COMMON DESIGN PARAMETERS OF ENGINE FAMILY⁽¹⁾

2.1.	Combustion Cycle	:	Four stroke cycle
2.2.	Ignition Type	:	Spark ignition
2.3.	Configuration of the cylinders	:	
2.3.1.	Position of the cylinders in the block	:	Single
2.3.2.	Bore centre to centre dimension (mm)	:	n.a.
2.4.	Combustion chamber type/design	:	
2.4.1.	Open chamber/divided chamber/other(specify)	:	n.a.
2.4.2.	Valve and porting configuration	:	Refer to drawing No. 148F-2-02
2.4.3.	Number of valves per cylinder	:	2
2.5.	Range of individual cylinder displacement (cm ³)	:	79.8
2.6.	Main Cooling medium	:	Air
2.7.	Method of air aspiration	:	Naturally aspirated
2.8.	Fuel	:	
2.8.1.	Fuel Type	:	Petrol (E10)
2.8.1.1.	Sub Fuel type (Natural gas/Biomethane only)	:	n.a.
2.8.2.	Fuelling arrangement	:	Liquid-fuel only
2.8.3.	List of additional fuels compatible with use by the engine declared by the manufacturer in accordance with point 1.4. of Annex I to Commission Delegated Regulation 2017/654 on technical and general requirements (provide reference to recognised standard or specification)	:	n.a.
2.8.4.	Lubricant added to fuel	:	No
2.8.4.1.	Specification	:	n.a.
2.8.4.2.	Ratio of fuel to oil	:	n.a.
2.8.5.	Fuel supply type	:	Carburettor
2.9.	Engine management systems	:	Mechanical
2.10.	Miscellaneous devices	:	
2.10.1.	Exhaust gas recirculation (if yes, complete section 3.10.1. and provide a schematic diagram of the location and order of the devices)	:	No
2.10.2.	Water injection (if yes, complete section 3.10.2.and provide a schematic diagram of the location and order of the devices)	:	No
2.10.3.	Air injection (if yes, complete section 3.10.2.and provide a schematic diagram of the location and order of	:	No

- the devices)
- 2.10.4. H₂ injection : No
(if yes, provide a schematic diagram of the location and order of the devices)
- 2.10.5. Others (specify and provide a schematic diagram of the location and order of the devices) : No
- 2.11. Exhaust after-treatment system : No
(if yes provide a schematic diagram of the location and order of the devices)
- 2.11.1. Oxidation catalyst : No
(if yes, complete section 3.11.2.)
- 2.11.2. DeNO_x system with selective reduction of NO_x (addition of reducing agent) : No
(if yes, complete section 3.11.3.)
- 2.11.3. Other DeNO_x systems : No
(if yes, complete section 3.11.3.)
- 2.11.4. Three-way catalyst combining oxidation and NO_x reduction : No
(if yes, complete section 3.11.3.)
- 2.11.5. Particulate trap with passive regeneration : No
(if yes, complete section 3.11.4.)
- 2.11.6. Particulate trap with active regeneration : No
(if yes, complete section 3.11.4.)
- 2.11.7. Other particulate traps : No
(if yes, complete section 3.11.4.)
- 2.11.8. Other after-treatment devices (specify) : No
(if yes, complete section 3.11.5.)
- 2.11.9. Other devices or features that have a strong influence on emissions (specify) : No

Part C

3. ESSENTIAL CHARACTERISTICS OF THE ENGINE TYPE(S)

Item Number	Item Description	Test	Installation	Homologation	Parent engine/ engine type	Engine types within the engine family (if applicable)
						<i>type 2-4</i>
3.1	Engine Identification					
3.1.1.	Engine type designation			X	LC148F-2	148F-2 148FD-2 LC148FD-2
3.1.2.	Engine type designation shown on engine marking: yes/no			X	Yes	Yes
3.1.3.	Location of the statutory marking:			X	Crankcase	Crankcase
3.1.4.	Method of attachment of the statutory marking:			X	Engraved	Engraved
3.1.5.	Drawings of the location of the engine identification number (complete example with dimensions):			X	Refer to drawing No. 148F-2-01	Refer to drawing No. 148F-2-01
3.2.	Performance Parameters					
3.2.1.	Declared rated speed (rpm):	X			3600	3600
3.2.1.1.	Fuel delivery/stroke (mm ³) for diesel engine, fuel flow (g/h) for other engines, at rated net power:			X	622	622
3.2.1.2.	Declared rated net power (kW):	X			1.7	1.7
3.2.2.	Maximum power speed(rpm):			X	3600	3600
3.2.2.1.	Fuel delivery/stroke (mm ³) for diesel engine, fuel flow (g/h) for other engines, at maximum net power:			X	622	622
3.2.2.2.	Maximum net power (kW):	X		X	1.7	1.7
3.2.3.	Declared maximum torque speed (rpm):	X			3000	3000
3.2.3.1.	Fuel delivery/stroke (mm ³) for diesel engine, fuel flow (g/h) for other engines, at maximum torque speed:			X	675	675
3.2.3.2.	Declared maximum torque (Nm):	X			4.58	4.58
3.2.4.	Declared 100% test speed:	X			3600	3600

Item Number	Item Description	Test	Installation	Homologation	Parent engine/ engine type	Engine types within the engine family (if applicable)
						<i>type 2-4</i>
3.2.5.	Declared Intermediate test speed:	X			n.a	n.a
3.2.6.	Idle speed (rpm)	X			1800±150	1800±150
3.2.7.	Maximum no load speed (rpm):	X			n.a	n.a
3.2.8.	Declared minimum torque (Nm)	X			n.a.	n.a.
3.3.	Run-in procedure					
3.3.1.	Run in time:	X			4 hours	4 hours
3.3.2.	Run-in cycle:	X			G3	G3
3.4.	Engine test					
3.4.1.	Specific fixture required: Yes/No	X			No	No
3.4.1.1.	Engine fixture for test bench and power transmission shaft system to the dyno rotating system description, photograph and/or drawing:	X			n.a.	n.a.
3.4.2.	Exhaust mixing chamber permitted by manufacturer: Yes/No	X			No	No
3.4.2.1.	exhaust mixing chamber description, photograph and/or drawing:	X			n.a.	n.a.
3.4.3.	Manufacturers chosen NRSC: RMC/Discrete mode	X			Discrete mode	Discrete mode
3.4.4.	Additional NRSC: E2/D2/C1	X			n.a.	n.a.
3.4.5.	Number of pre-conditioning cycles prior to transient test	X			n.a.	n.a.
3.4.6.	Number of pre-conditioning RMC prior to RMC NRSC test	X			n.a.	n.a.
3.5.	Lubrication system					
3.5.1.	Lubricant temperature					
3.5.1.1.	Minimum (deg. C):	X			22	22
3.5.1.2.	Maximum (deg. C):	X			140	140
3.6.	Combustion Cylinder					
3.6.1.	Bore(mm):			X	48.6	48.6
3.6.2.	Stroke(mm):			X	43	43
3.6.3.	Number of cylinders:			X	1	1
3.6.4.	Engine displacement (cm ³):			X	79.8	79.8

Item Number	Item Description	Test	Installation	Homologation	Parent engine/ engine type	Engine types within the engine family (if applicable)
						<i>type 2-4</i>
3.6.5.	Cylinder displacement as % of parent engine:			X	100	100
3.6.6.	Volumetric compression ratio:			X	8.5:1	8.5:1
3.6.7.	Combustion system description:			X	Spark ignition	Spark ignition
3.6.8.	Drawings of combustion chamber and piston crown:			X	Refer to drawing No. 148F-2-02 Refer to drawing No. 148F-2-03 Refer to drawing No. 148F-2-04	Refer to drawing No. 148F-2-02 Refer to drawing No. 148F-2-03 Refer to drawing No. 148F-2-04
3.6.9.	Minimum cross sectional area of inlet and outlet ports (mm ²):			X	Inlet: 255 mm ² Outlet: 191 mm ²	Inlet: 255 mm ² Outlet: 191 mm ²
3.6.10.	Valve timing					
3.6.10.1.	Maximum lift and angles of opening and closing in relation to dead centre or equivalent data:			X	Refer to drawing No. 148F-2-07	Refer to drawing No. 148F-2-07
3.6.10.2.	Reference and/or setting range:			X	TDC	TDC
3.6.10.3.	Variable valve timing system: Yes/No			X	No	No
3.6.10.3.1.	Type: continuous/(on/off)			X	n.a.	n.a.
3.6.10.3.2.	Cam phase shift angle:			X	n.a.	n.a.
3.6.11.	Porting configuration				n.a.	n.a.
3.6.11.1.	Position, size and number:			X	n.a.	n.a.
3.7.	Cooling system					
3.7.1.	Liquid cooling				n.a.	n.a.
3.7.1.1.	Nature of liquid:			X	n.a.	n.a.
3.7.1.2.	Circulating pumps: Yes/No			X	No	No
3.7.1.2.1.	type(s):			X	n.a.	n.a.
3.7.1.2.2.	Drive ratio(s):			X	n.a.	n.a.
3.7.1.3.	Minimum coolant temperature at outlet (deg. C):	X			n.a.	n.a.
3.7.1.4.	Maximum coolant temperature at outlet (deg. C):	X			n.a.	n.a.
3.7.2.	Air cooling					

Item Number	Item Description	Test	Installation	Homologation	Parent engine/ engine type	Engine types within the engine family (if applicable)
						<i>type 2-4</i>
3.7.2.1.	fan: Yes/No			X	Yes	Yes
3.7.2.1.1.	type(s):			X	T291	T291
3.7.2.1.2.	Drive ratio(s):			X	1	1
3.7.2.2.	Maximum temperature at reference point (deg. C):			X	250	250
3.7.2.2.1.	Reference point location			X	Spark plug washer	Spark plug washer
3.8.	Aspiration					
3.8.1.	Maximum allowable intake depression at 100% engine speed and at 100% load (kPa)	X	X			
3.8.1.1.	With clean air cleaner:	X	X		0.3	0.3
3.8.1.2.	With dirty air cleaner:	X	X		0.3	0.3
3.8.1.3.	Location, of measurement:	X	X		Air inlet nearby	Air inlet nearby
3.8.2.	Pressure charger(s): Yes/No			X	No	No
3.8.2.1.	Type(s):			X	n.a.	n.a.
3.8.2.2.	Description and schematic diagram of the system (e.g. maximum charge pressure,waste gate, VGT, Twin turbo, etc.):			X	n.a.	n.a.
3.8.3.	Charge air cooler: Yes/No			X	No	No
3.8.3.1.	Type: air-air/air-water/other(specify)			X	n.a.	n.a.
3.8.3.2.	Maximum charge air cooler outlet temperature at 100% speed and 100% load (deg. C):	X	X		n.a.	n.a.
3.8.3.4.	Maximum allowable pressure drop across charge cooler at 100% engine speed and at 100% load (kPa):	X	X		n.a.	n.a.
3.8.4.	Intake throttle valve: Yes/No			X	No	No
3.8.5.	Device for recycling crankcase gases: Yes/No			X	Yes	Yes
3.8.5.1.	If yes, description and drawings:			X	Refer to drawing No. 148F-2-06	Refer to drawing No. 148F-2-06
3.8.5.2.	If no, compliance with paragraph 6.10 of Annex VI to Commission Delegated Regulation (EU) 2016/654 on technical and general requirements: Yes/No	X			n.a.	n.a.

Item Number	Item Description	Test	Installation	Homologation	Parent engine/ engine type	Engine types within the engine family (if applicable)
						<i>type 2-4</i>
3.8.6.	Inlet path					
3.8.6.1.	Description of inlet path, (with drawings, photographs and/or part numbers):			X	Refer to drawing No. 148F-2-10	Refer to drawing No. 148F-2-10
3.8.7.	Air filter			X		
3.8.7.1.	Type:			X	T291	T291
3.8.8.	Intake air-silencer					
3.8.1.1.	Type:			X	n.a.	n.a.
3.9.	Exhaust system					
3.9.1.	Description of the exhaust system (with drawings, photos and/or part numbers as required):			X	Refer to drawing No. 148F-2-09	Refer to drawing No. 148F-2-09
3.9.2.	Maximum exhaust temperature (deg. C):	X			600	600
3.9.3.	Maximum permissible exhaust backpressure at 100% engine speed and at 100% load (kPa):	X	X		2.5	2.5
3.9.3.1.	Location of measurement:	X	X		Exhaust port nearby	Exhaust port nearby
3.9.4.	Exhaust backpressure at loading level specified by manufacturer for variable restriction after-treatment at start of test (kPa):	X			n.a.	n.a.
3.9.4.1.	Location and speed/load conditions:	X			n.a.	n.a.
3.9.5.	Exhaust throttle valve: Yes/No			X	No	No
3.10.	Miscellaneous devices					
3.10.1.	Exhaust gas recirculation					
3.10.1.1.	Characteristics: cooled/uncooled, high pressure/low pressure/other (specify):				n.a.	n.a.
3.10.2.	Water injection					
3.10.2.1.	Operation principle:			X	n.a.	n.a.
3.10.3.	H ₂ injection	X			n.a.	n.a.
3.11.	Exhaust after-treatment system				n.a.	n.a.

Item Number	Item Description	Test	Installation	Homologation	Parent engine/ engine type	Engine types within the engine family (if applicable)
						<i>type 2-4</i>
3.11.1.	Location		X		n.a.	n.a.
3.11.1.1.	Place(s) and maximum/minimum distance(s) from engine to first after-treatment device:		X		n.a.	n.a.
3.11.1.2.	Maximum temperature drop from exhaust or turbine outlet to first after-treatment device (deg. C) if stated:	X	X		n.a.	n.a.
3.11.1.2.1.	Test conditions for measurement:	X	X		n.a.	n.a.
3.11.1.3.	Minimum temperature at inlet to first after-treatment device at 100% load and speed (deg. C), if stated:	X	X		n.a.	n.a.
3.11.2.	Oxidation catalyst					
3.11.2.1.	Number of catalytic converters and elements:			X	n.a.	n.a.
3.11.2.2.	Dimensions and volume of the catalytic converter(s):			X	n.a.	n.a.
3.11.2.3.	Total charge of precious metals:			X	n.a.	n.a.
3.11.2.4.	Relative concentration of each compound:			X	n.a.	n.a.
3.11.2.5.	Substrate (structure and material):			X	n.a.	n.a.
3.11.2.6.	Cell density:			X	n.a.	n.a.
3.11.2.7.	Type of casing for the catalytic converter(s):			X	n.a.	n.a.
3.11.3.	Catalytic exhaust gas after treatment system for NO _x or three way catalyst					
3.11.3.1.	Type:			X	n.a.	n.a.
3.11.3.2.	Number of catalytic converters and elements:			X	n.a.	n.a.
3.11.3.3.	Type of catalytic action:			X	n.a.	n.a.
3.11.3.4.	Dimensions and volume of the catalytic converter(s):			X	n.a.	n.a.
3.11.3.5.	Total charge of precious metals:			X	n.a.	n.a.
3.11.3.6.	Relative concentration of each compound:			X	n.a.	n.a.
3.11.3.7.	Substrate (structure and material):			X	n.a.	n.a.
3.11.3.8.	Cell density:			X	n.a.	n.a.

Item Number	Item Description	Test	Installation	Homologation	Parent engine/ engine type	Engine types within the engine family (if applicable)
						<i>type 2-4</i>
3.11.3.9.	Type of casing for the catalytic converter(s):			X	n.a.	n.a.
3.11.3.10.	Method of regeneration:	X		X	n.a.	n.a.
3.11.3.10.1.	Infrequent regeneration: Yes/No:	X			No	No
3.11.3.11.	Normal operating temperature range (deg. C):	X	X		n.a.	n.a.
3.11.3.12.	Consumable reagent: Yes/No			X	No	No
3.11.3.12.1.	Type and concentration of reagent needed for catalytic action:			X	n.a.	n.a.
3.11.3.12.2.	Lowest concentration of the active ingredient present in the reagent that does not activate warning system (CD_{min}) (%vol):			X	n.a.	n.a.
3.11.3.12.3.	Normal operational temperature range of reagent:		X		n.a.	n.a.
3.11.3.12.4.	International standard:		X	X	n.a.	n.a.
3.11.3.13.	NO _x sensor(s): Yes/No			X	No	No
3.11.3.13.1.	Type:			X	n.a.	n.a.
3.11.3.13.2.	Location(s)			X	n.a.	n.a.
3.11.3.14.	Oxygen sensor(s): Yes/No			X	No	No
3.11.3.14.1.	Type:			X	n.a.	n.a.
3.11.3.14.2.	Location(s):			X	n.a.	n.a.
3.11.4.	Particulate trap					
3.11.4.1.	Type of filtration: through flow/partial flow/wall flow/other (specify)			X	n.a.	n.a.
3.11.4.2.	Type:			X	n.a.	n.a.
3.11.4.3.	Dimensions and capacity of the particulate trap:			X	n.a.	n.a.
3.11.4.4.	Location place(s) and maximum and minimum distance(s) from engine:		X		n.a.	n.a.
3.11.4.5.	Method or system of regeneration, description and/or drawing:			X	n.a.	n.a.
3.11.4.5.1.	Infrequent regeneration: Yes/No			X	No	No
3.11.4.5.2.	Minimum exhaust gas temperature for initiating regeneration procedure (deg. C):			X	n.a.	n.a.

Item Number	Item Description	Test	Installation	Homologation	Parent engine/ engine type	Engine types within the engine family (if applicable)
						<i>type 2-4</i>
3.11.4.6.	Catalytic coating: Yes/No			X	No	No
3.11.4.6.1.	Type of catalytic action:			X	n.a.	n.a.
3.11.4.7.	Fuel borne catalyst (FBC): Yes/No			X	No	No
3.11.4.8.	Normal operating temperature range (deg. C):			X	n.a.	n.a.
3.11.4.9.	Normal operating pressure range (kPa)			X	n.a.	n.a.
3.11.4.10.	Storage capacity soot/ash [g]:			X	n.a.	n.a.
3.11.4.11.	Oxygen sensor(s): Yes/No			X	No	No
3.11.4.11.1.	Type:			X	n.a.	n.a.
3.11.4.11.2.	Location(s):			X	n.a.	n.a.
3.11.5.	Other systems					
3.11.5.1.	Description and operation:			X	n.a.	n.a.
3.11.6.	Infrequent Regeneration					
3.11.6.1.	Number of cycles with regeneration	X			n.a.	n.a.
3.11.6.2.	Number of cycles without regeneration	X			n.a.	n.a.
3.12.	Fuel feed for diesel or, where applicable, dual fuel engines					
3.12.1.	Feed pump					
3.12.1.1.	Pressure (kPa) or characteristic diagram:			X	n.a.	n.a.
3.12.2.	Injection system					
3.12.2.1.	Pump					
3.12.2.1.1.	Type(s):			X	n.a.	n.a.
3.12.2.1.2.	Rated pump speed (rpm):			X	n.a.	n.a.
3.12.2.1.3.	mm ³ per stroke or cycle at full injection at rated pump speed:			X	n.a.	n.a.
3.12.2.1.4.	Torque peak pump speed (rpm):			X	n.a.	n.a.
3.12.2.1.5.	mm ³ per stroke or cycle at full injection at torque peak pump speed			X	n.a.	n.a.
3.12.2.1.6.	Characteristic diagram:			X	n.a.	n.a.
3.12.2.1.7.	Method used: on engine/on pump bench			X	n.a.	n.a.

Item Number	Item Description	Test	Installation	Homologation	Parent engine/ engine type	Engine types within the engine family (if applicable)
						<i>type 2-4</i>
3.12.2.2.	Injection timing					
3.12.2.2.1.	Injection timing curve:			X	n.a.	n.a.
3.12.2.2.2.	Static Timing:			X	n.a.	n.a.
3.12.2.3.	Injection piping					
3.12.2.3.1.	Length(s) (mm):			X	n.a.	n.a.
3.12.2.3.2.	Internal diameter (mm):			X	n.a.	n.a.
3.12.2.4.	Common rail: Yes/No			X	No	No
3.12.2.4.1.	Type:			X	n.a.	n.a.
3.12.3.	Injector(s)					
3.12.3.1.	Type(s):			X	n.a.	n.a.
3.12.3.2.	Opening pressure (kPa):			X	n.a.	n.a.
3.12.4.	Electronic control unit (ECU): Yes/No			X	No	No
3.12.4.1.	Type(s):			X	n.a.	n.a.
3.12.4.2.	Software calibration number(s):			X	n.a.	n.a.
3.12.4.3.	Communication standard(s) for access to data stream information:ISO 27145 with ISO 15765-4 (CAN-based)/ISO 27145 with ISO 13400 (TCP/IP-based)/SAE J1939-73	X		X	n.a.	n.a.
3.12.5.	Governor					
3.12.5.1.	Type(s):			X	n.a.	n.a.
3.12.5.2.	Speed at which cut-off starts under full load:			X	n.a.	n.a.
3.12.5.3.	Maximum no-load speed:			X	n.a.	n.a.
3.12.5.4.	Idle speed:			X	n.a.	n.a.
3.12.6.	Cold-start system: Yes/No			X	No	No
3.12.6.1.	Type(s):			X	n.a.	n.a.
3.12.6.2.	Description:			X	n.a.	n.a.
3.12.7.	Fuel temperature at the inlet to the fuel injection pump					

Item Number	Item Description	Test	Installation	Homologation	Parent engine/ engine type	Engine types within the engine family (if applicable)
						<i>type 2-4</i>
3.12.7.1.	Minimum (deg. C):	X			n.a.	n.a.
3.12.7.2.	Maximum (deg. C):	X			n.a.	n.a.
3.13.	Fuel feed for liquid fuel spark ignition engine					
3.13.1.	Carburettor					
3.13.1.1.	Type(s):			X	T291	T291
3.13.2.	Port fuel injection:				n.a.	n.a.
3.13.2.1.	single-point / multi-point			X	n.a.	n.a.
3.13.2.2.	Type(s):			X	n.a.	n.a.
3.13.3.	Direct injection:					
3.13.3.1.	Type(s):			X	n.a.	n.a.
3.13.4.	Fuel temperature at location specified by manufacturer					
3.13.4.1.	Location:	X			Carburettor cup	Carburettor cup
3.13.4.2.	Minimum (deg. C)	X			30	30
3.13.4.3.	Maximum (deg. C)	X			38	38
3.14.	Fuel feed for gaseous fuel engines or where applicable, dual fuel engines (in the case of systems laid out in a different manner, supply equivalent information)					
3.14.1.	Fuel: LPG /NG-H/NG-L /NG-HL/LNG/Fuel specific LNG	X		X	n.a.	n.a.
3.14.2.	Pressure regulator(s) or vaporiser/pressure regulator(s)					
3.14.2.1.	Type(s)			X	n.a.	n.a.
3.14.2.2.	Number of pressure reduction stages			X	n.a.	n.a.
3.14.2.3.	Pressure in final stage minimum and maximum. (kPa)			X	n.a.	n.a.
3.14.2.4.	Number of main adjustment points:			X	n.a.	n.a.
3.14.2.5.	Number of idle adjustment points:			X	n.a.	n.a.
3.14.3.	Fuelling system: mixing unit/gas injection/liquid injection/direct injection			X	n.a.	n.a.

Item Number	Item Description	Test	Installation	Homologation	Parent engine/ engine type	Engine types within the engine family (if applicable)
						<i>type 2-4</i>
3.14.3.1.	Mixture strength regulation					
3.14.3.1.1.	System description and/or diagram and drawings:			X	n.a.	n.a.
3.14.4.	Mixing unit					
3.14.4.1.	Number:			X	n.a.	n.a.
3.14.4.2.	Type(s):			X	n.a.	n.a.
3.14.4.3.	Location:			X	n.a.	n.a.
3.14.4.4.	Adjustment possibilities:			X	n.a.	n.a.
3.14.5.	Inlet manifold injection					
3.14.5.1.	Injection: single-point/multi-point			X	n.a.	n.a.
3.14.5.2.	Injection: continuous/simultaneously timed/ sequentially timed			X	n.a.	n.a.
3.14.5.3.	Injection equipment					
3.14.5.3.1.	Type(s):			X	n.a.	n.a.
3.14.5.3.2.	Adjustment possibilities:			X	n.a.	n.a.
3.14.5.4.	Supply pump					
3.14.5.4.1.	Type(s):			X	n.a.	n.a.
3.14.5.5.	Injector(s)					
3.14.5.5.1.	Type(s):			X	n.a.	n.a.
3.14.6.	Direct injection					
3.14.6.1.	Injection pump/pressure regulator			X	n.a.	n.a.
3.14.6.1.1.	Type(s):			X	n.a.	n.a.
3.14.6.1.2.	Injection timing (specify):			X	n.a.	n.a.
3.14.6.2.	Injector(s)					
3.14.6.2.1.	Type(s):			X	n.a.	n.a.
3.14.6.2.2.	Opening pressure or characteristic diagram :			X	n.a.	n.a.
3.14.7.	Electronic Control Unit (ECU)					
3.14.7.1.	Type(s):			X	n.a.	n.a.

Item Number	Item Description	Test	Installation	Homologation	Parent engine/ engine type	Engine types within the engine family (if applicable)
						<i>type 2-4</i>
3.14.7.2.	Adjustment possibilities:			X	n.a.	n.a.
3.14.7.3.	Software calibration number(s):			X	n.a.	n.a.
3.14.8.	Approvals of engines for several fuel compositions					
3.14.8.1.	Self-adaptive feature: Yes/No	X	X	X	n.a.	n.a.
3.14.8.2.	Calibration for a specific gas composition: NG-H/NG-L/NG-HL/ LNG/Fuel specific LNG	X	X	X	n.a.	n.a.
3.14.8.3.	Transformation for a specific gas composition: NG-HT/NG-LT/NG- HLT	X	X	X	n.a.	n.a.
3.14.9.	Fuel temperature pressure regulator final stage					
3.14.9.1.	Minimum (deg. C):	X			n.a.	n.a.
3.14.9.2.	Maximum (deg. C):	X			n.a.	n.a.
3.15.	Ignition system					
3.15.1.	Ignition coil(s)					
3.15.1.1.	Type(s):			X	T291	T291
3.15.1.2.	Number:			X	1	1
3.15.2.	Spark plug(s)					
3.15.2.1.	Type(s):			X	E6TC, E6RTC, BPR7HS	E6TC, E6RTC, BPR7HS
3.15.2.2.	Gap setting:			X	0.7-0.8	0.7-0.8
3.15.3.	Magneto			X		
3.15.3.1.	Type(s):			X	T291	T291
3.15.4.	Ignition timing control: Yes/No			X	Yes	Yes
3.15.4.1.	Static advance with respect to top dead centre (crank angle degrees):			X	27°	27°
3.15.4.2.	Advance curve or map:			X	Refer to drawing No. 148F-2-08	Refer to drawing No. 148F-2-08
3.15.4.3.	Electronic control: Yes/No			X	No	No



Front view



Left view



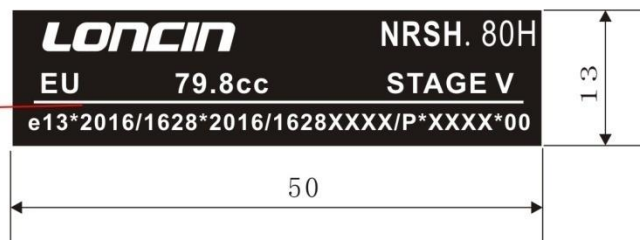
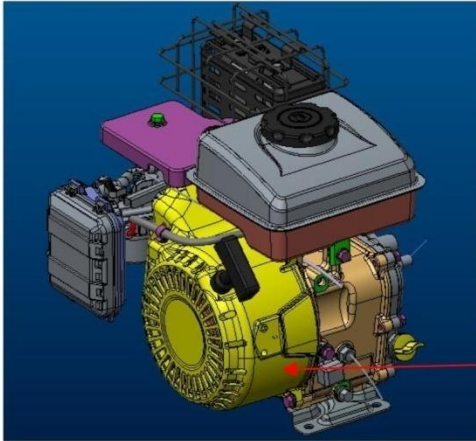
Right view



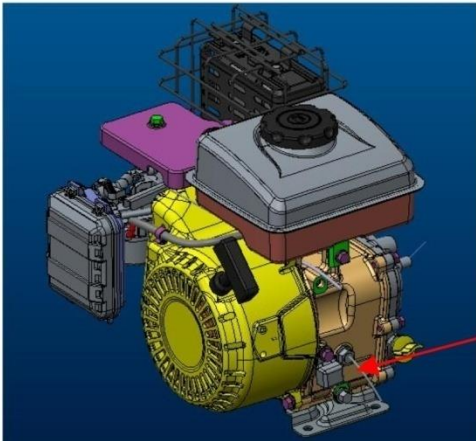
Rear view

ENGINE TYPE	148F-2/LC148F-2 148FD-2/LC148FD-2
PHOTOGRAPHS OF THE PARENT ENGINE	
PHOTOGRAPH NO.	Photo-01

Label will appear in the one of the following places



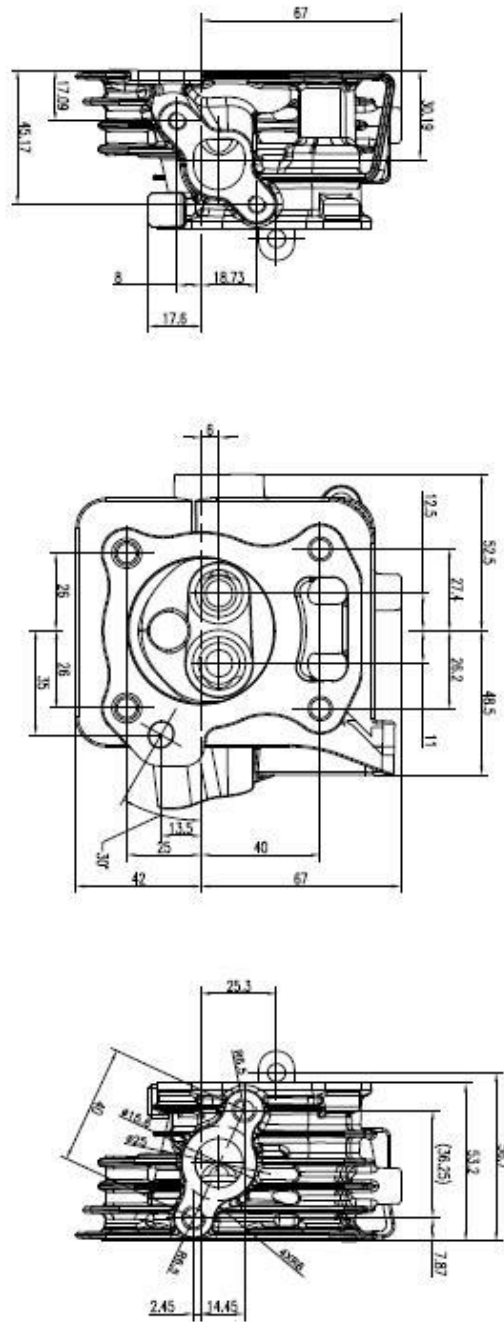
Model and SN will appear in the following place



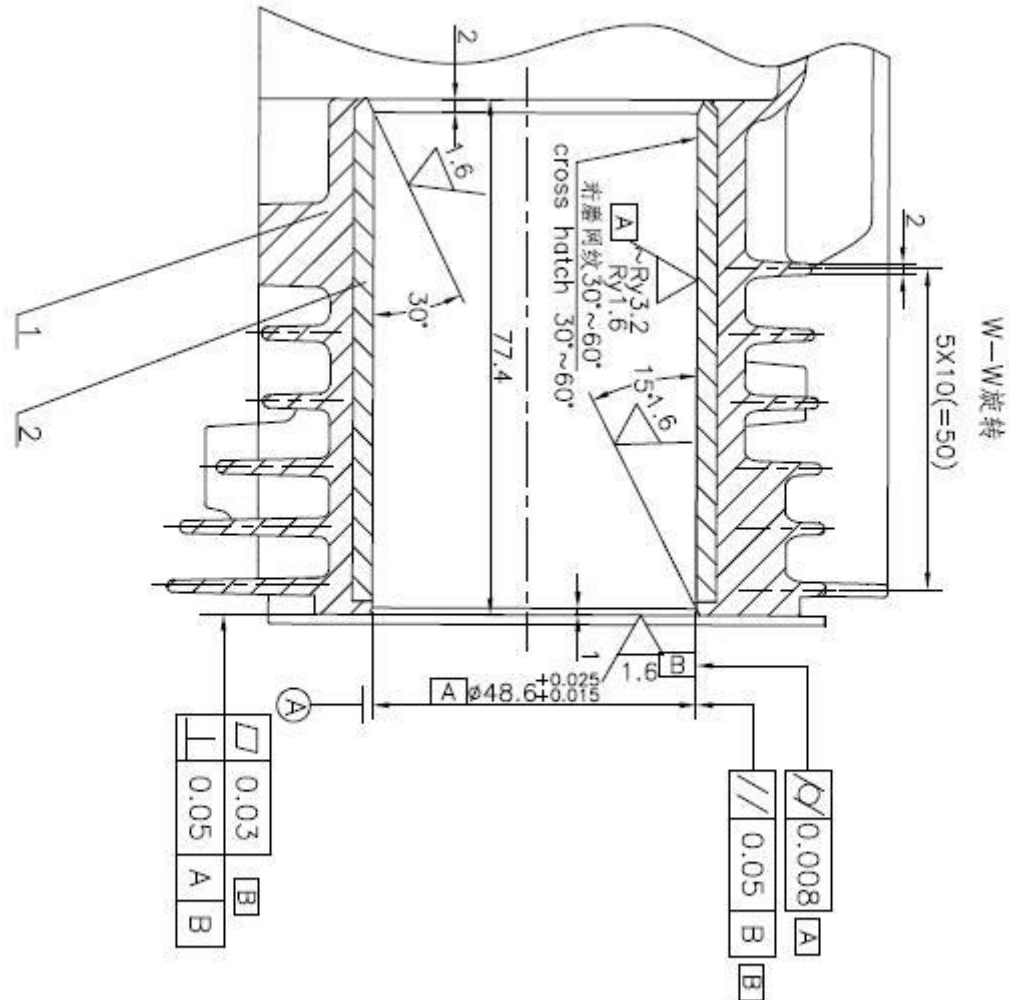
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 LC148FD-2/148FD-2
 T29100YYMM*****

Date Of Manufacture: YY-Year MM-Month

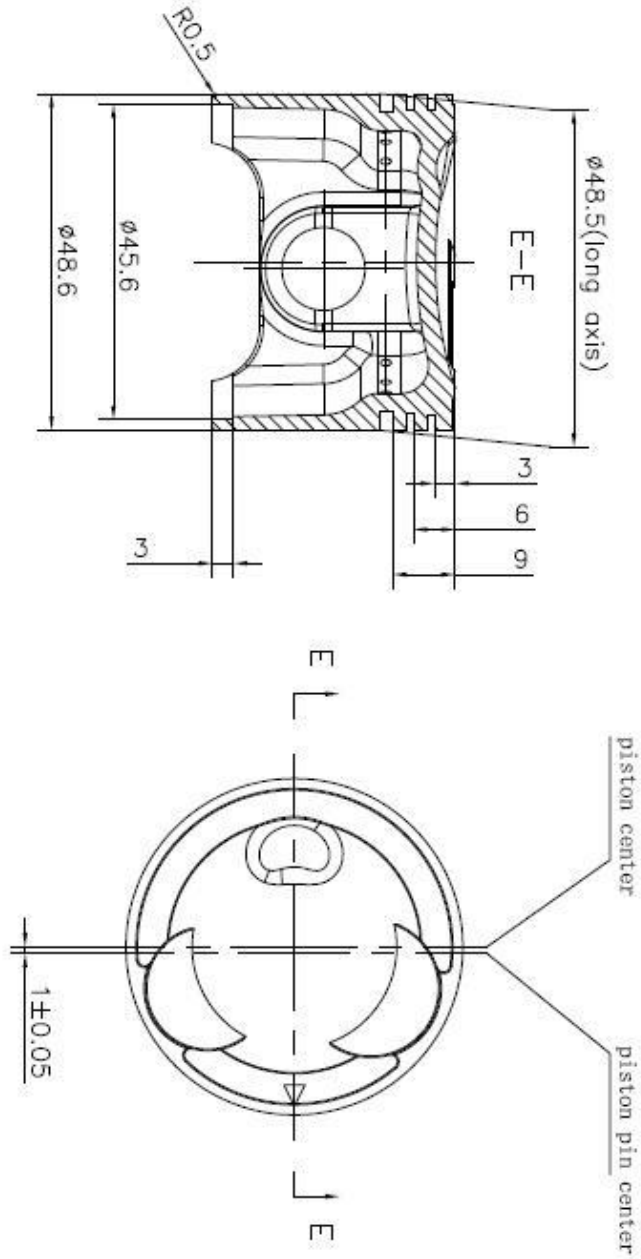
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POSITION OF ENGINE NO. AND EU APPROVAL NO.	
DRAWING NO.	148F-2-01



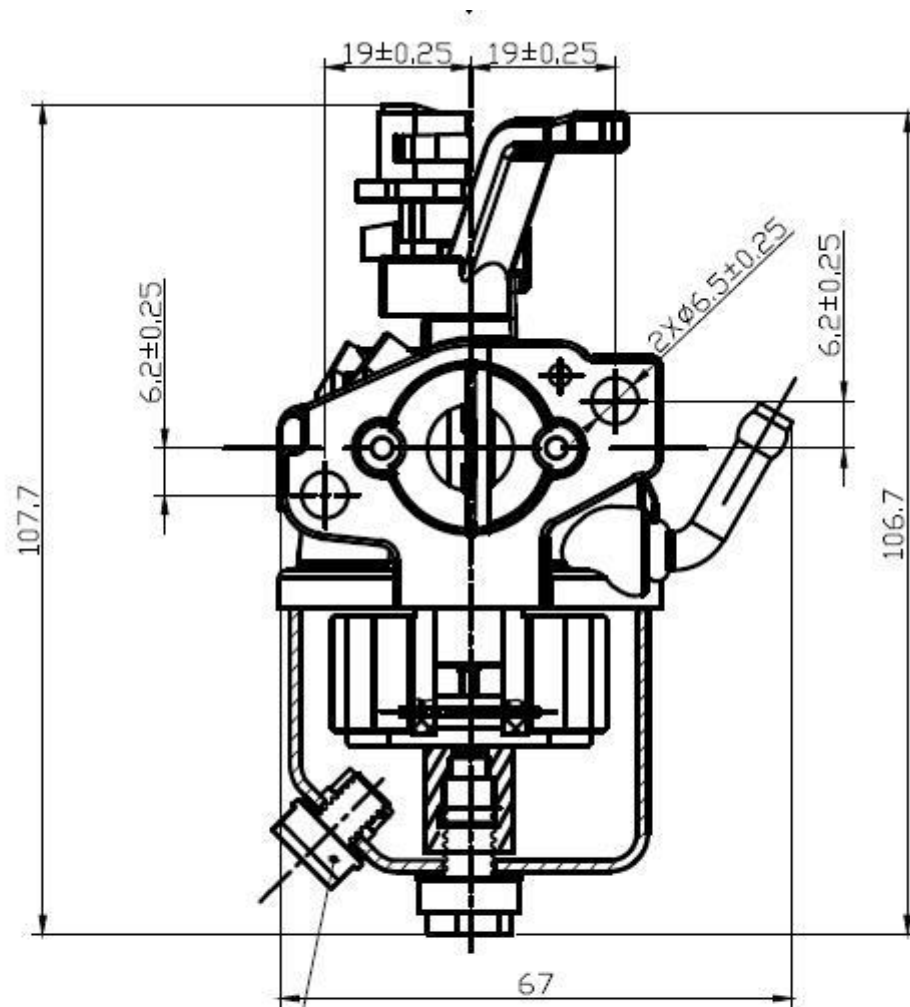
ENGINE TYPE	148F-2/LC148F-2 148FD-2/LC148FD-2
CYLINDER HEADER	
DRAWING NO.	148F-2-02



ENGINE TYPE	148F-2/LC148F-2 148FD-2/LC148FD-2
CYLINDER	
DRAWING NO.	148F-2-03

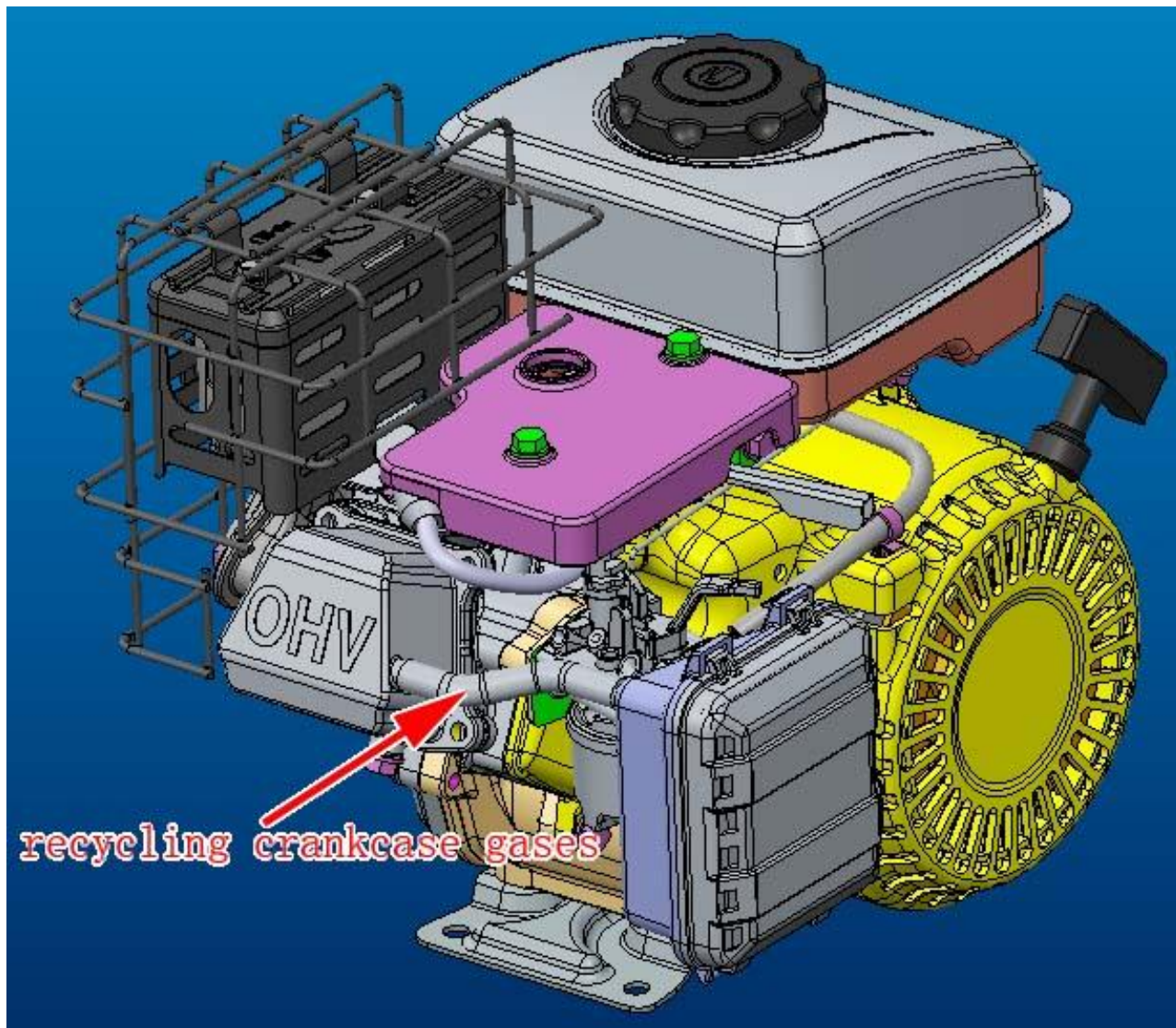


ENGINE TYPE	148F-2/LC148F-2 148FD-2/LC148FD-2
PISTON	
DRAWING NO.	148F-2-04



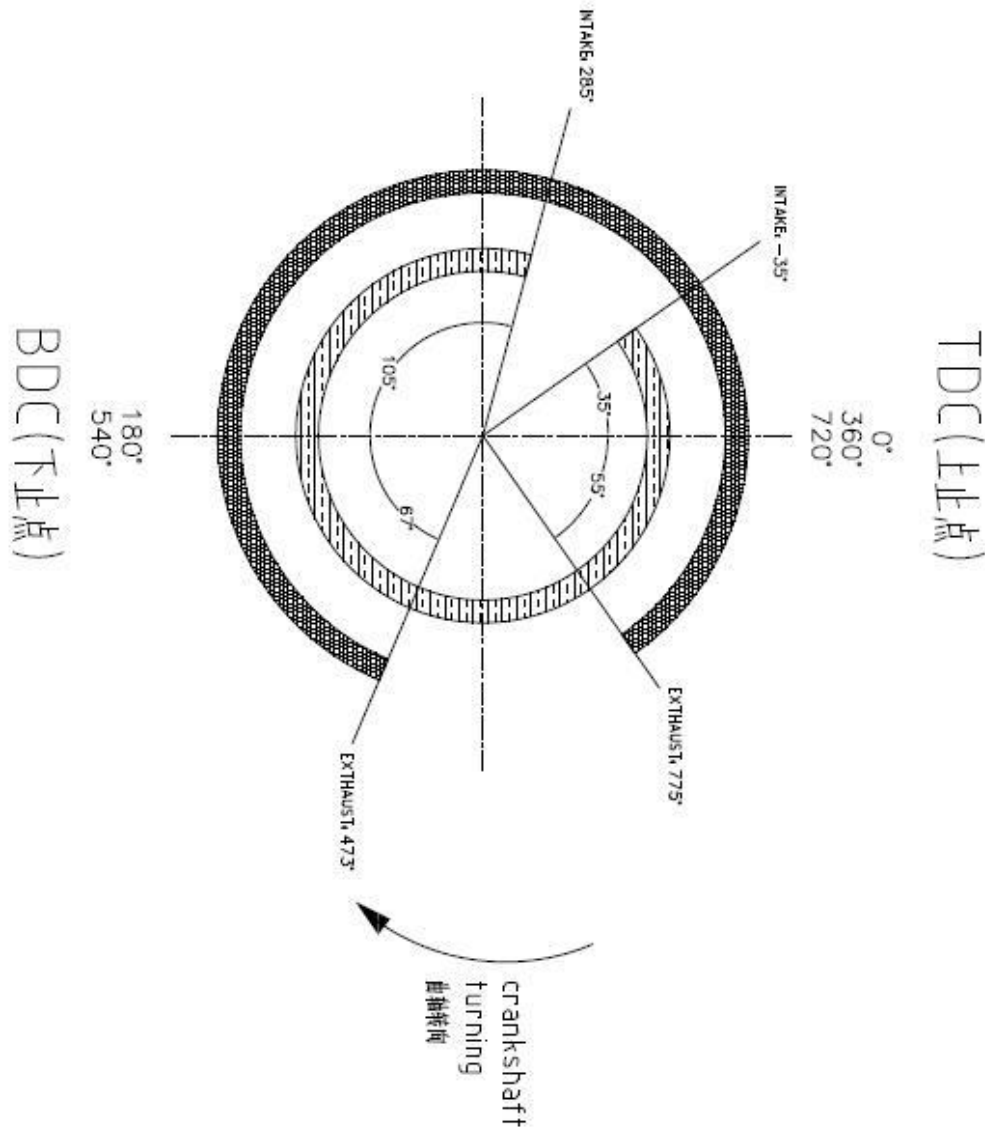
紧固扭矩: 5.6N.m~8N.m
 右旋 Right Revolved

ENGINE TYPE	148F-2/LC148F-2 148FD-2/LC148FD-2
CARBURETOR	
DRAWING NO.	148F-2-05

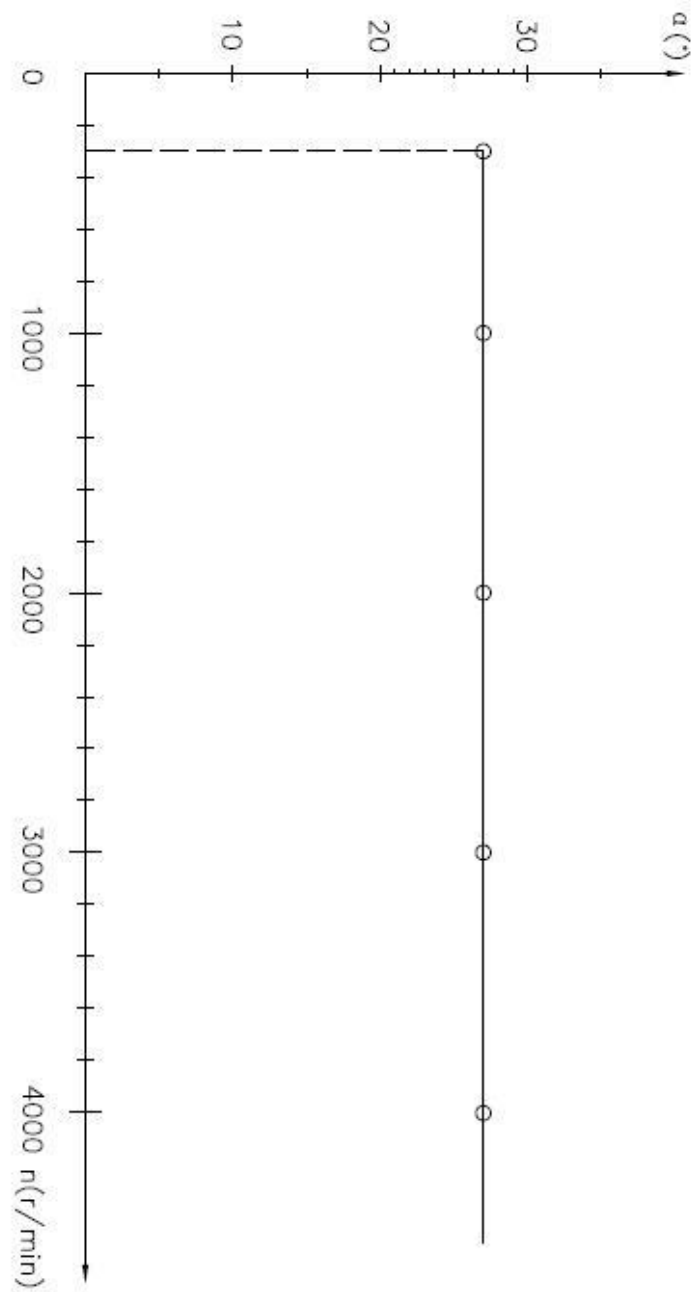


Remark: Through the pipe, the crankcase gases go into the air filter, and finally the gases burn in the combustion chamber.

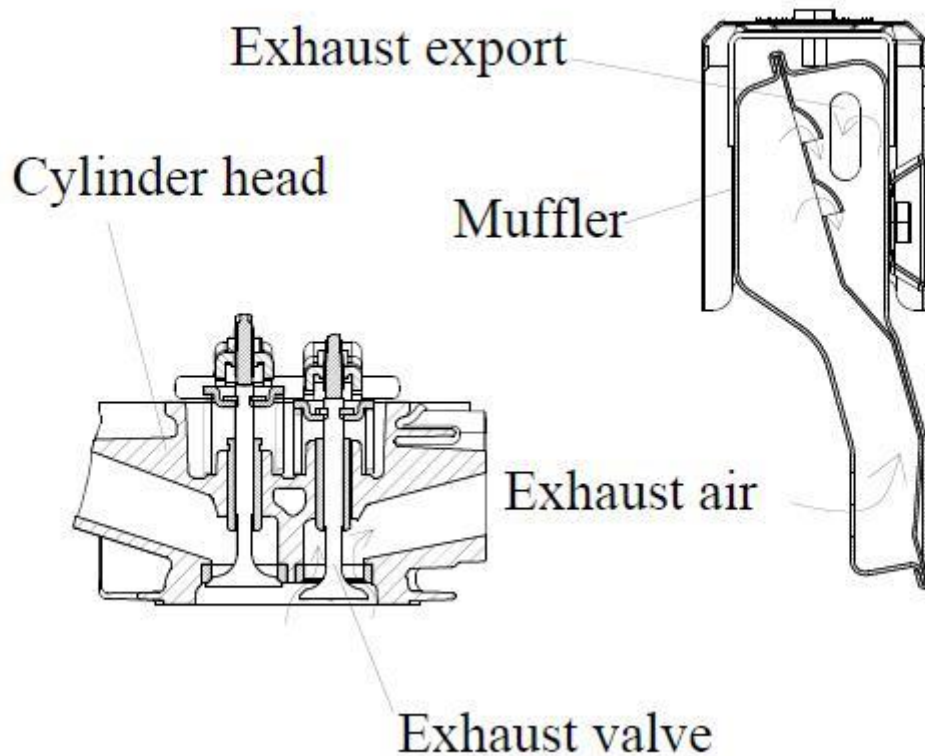
ENGINE TYPE	148F-2/LC148F-2 148FD-2/LC148FD-2
DEVICE FOR RECYCLING CRANKCASE GASES	
DRAWING NO.	148F-2-06



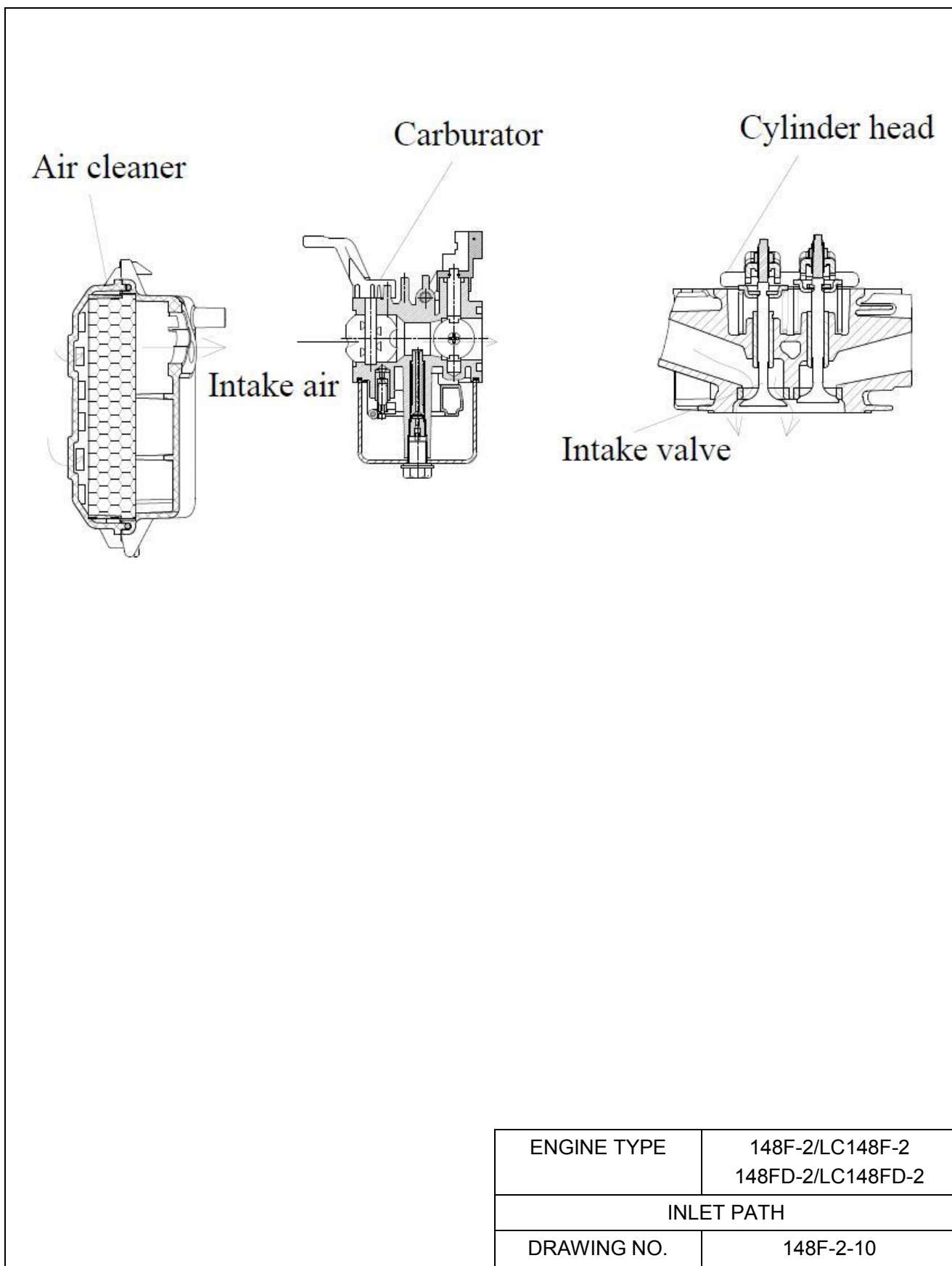
ENGINE TYPE	148F-2/LC148F-2 148FD-2/LC148FD-2
TIMING DIAGRAM	
DRAWING NO.	148F-2-07

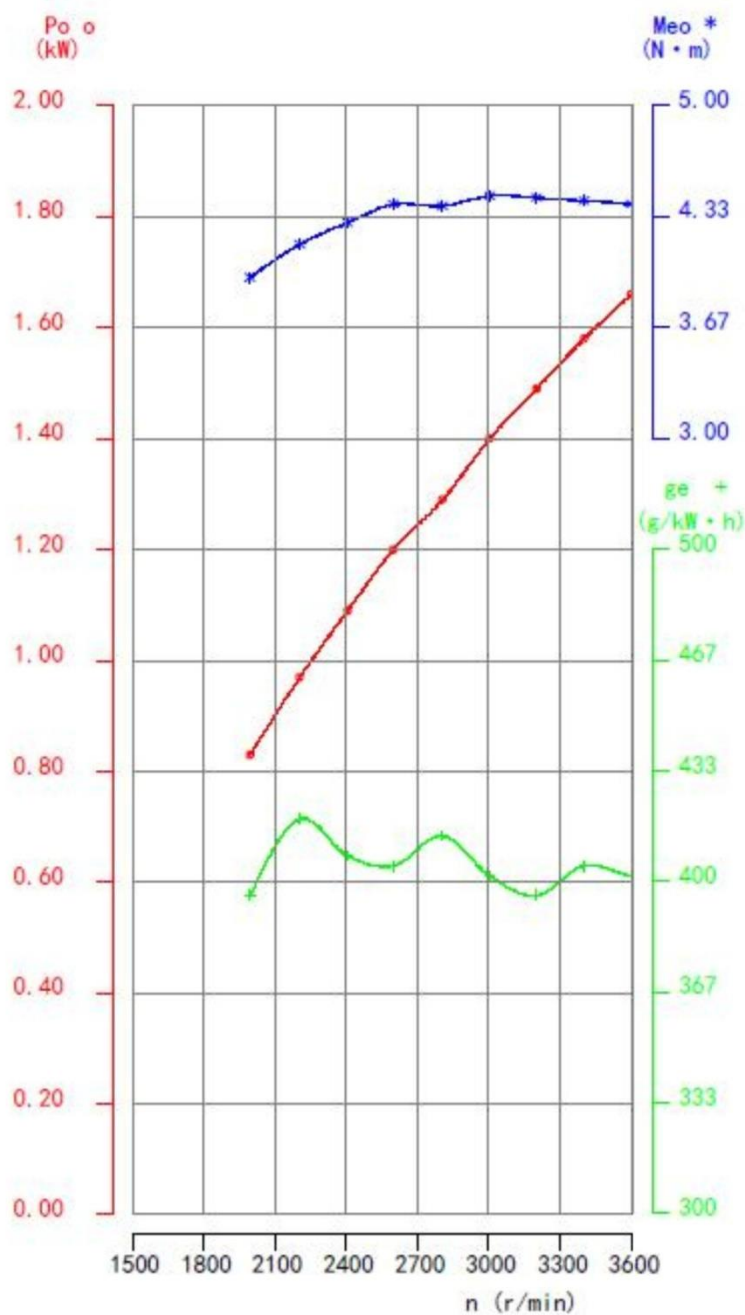


ENGINE TYPE	148F-2/LC148F-2 148FD-2/LC148FD-2
IGNITION ADVANCE CURVE	
DRAWING NO.	148F-2-08

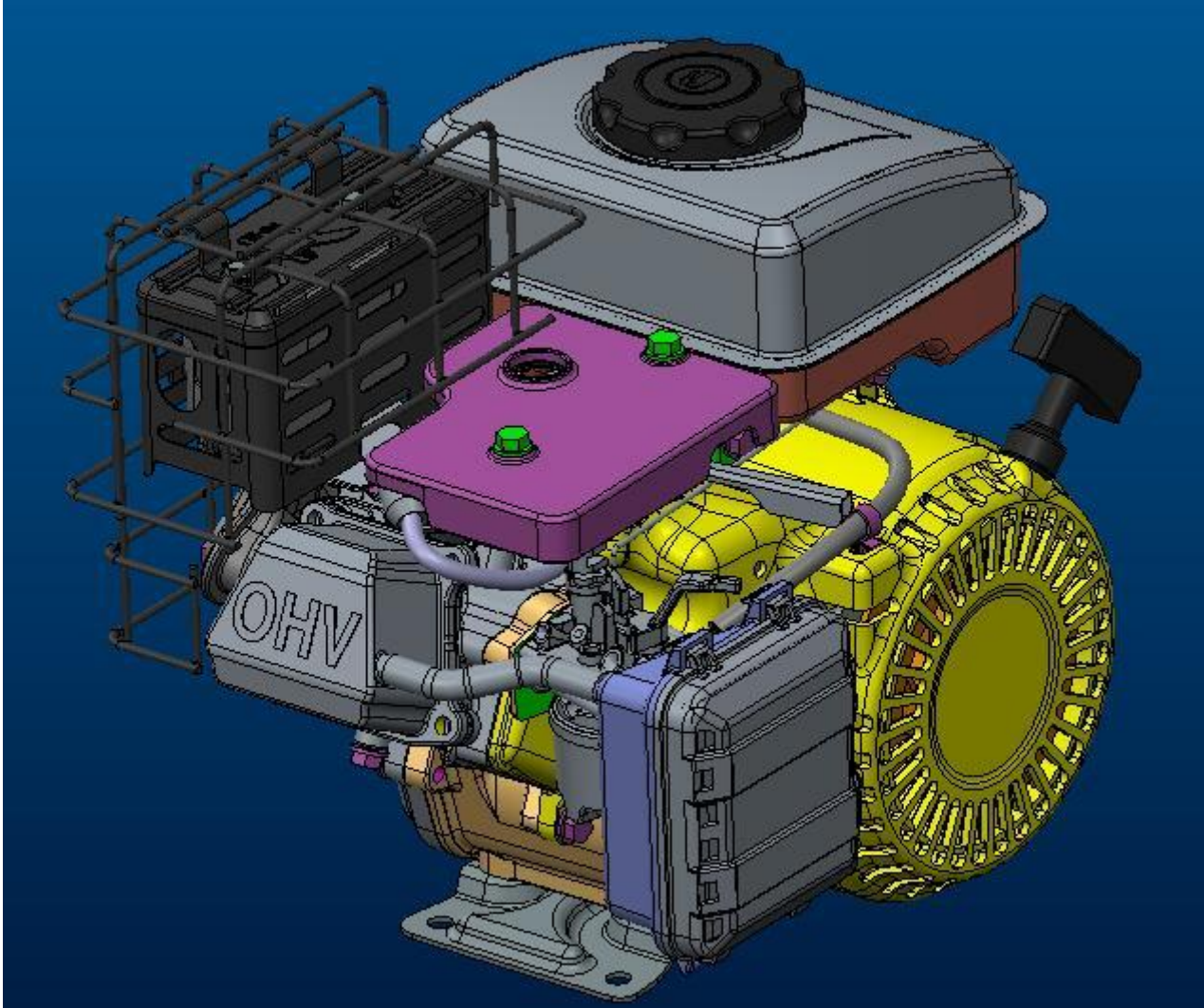


ENGINE TYPE	148F-2/LC148F-2 148FD-2/LC148FD-2
EXHAUST SYSTEM	
DRAWING NO.	148F-2-09





ENGINE TYPE	148F-2/LC148F-2 148FD-2/LC148FD-2
ENGINE MAPPING	
DRAWING NO.	148F-2-11



ENGINE TYPE	148F-2/LC148F-2 148FD-2/LC148FD-2
THE STRUCTURE OF ENGINES	
DRAWING NO.	148F-2-12

Declaration by manufacturer on prevention of tampering

The undersigned (full name and position): Huang Wan / Manager

Hereby declares that the emission control strategies of the following engine type/engine family fitted are designed in such a way as to prevent tampering to the extent possible, as referred to in Article 18(4) of Regulation (EU) 2016/1628 of the European Parliament and of the Council and Annex X of Commission Implementing Regulation (EU) 2017/656.

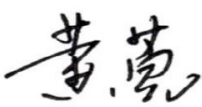
- | | |
|---|---|
| 1.1. Maker (trade name(s) of manufacturer): | Loncin |
| 1.2. Commercial name(s) (if applicable): | Not applicable |
| 1.3. Company name and address of manufacturer: | Loncin Motor Co., Ltd.
No.99 Hualong Road, Jiulong Industrial Park,
Jiulongpo District, Chongqing, 400052,
P. R. China |
| 1.4. Name and address of manufacturer's authorized representative (if any): | CMD Costruzioni Motori Diesel Spa
Nucleo Industriale Valle di Vitalba -85020-Atella (Potenza) –Italy |
| 1.6. Engine type designation/ engine family designation/ FT: | NRSH.80H LC148F-2 (Parent Engine)
NRSH.80H 148F-2
NRSH.80H LC148FD-2
NRSH.80H 148FD-2 |

Technical details: For rich/lean screw, after being adjusted, break the screw head. The screw cannot be adjusted anymore



Rich/lean screw

(Place) (Date) Chongqing 14.08.2018

Signature: 
Huang Wan / Manager

Statement considering emission durability test

To whom it may concern,

We, Loncin Motor Co., Ltd., hereby declare that the emission durability parameters are as below for the small gasoline engine family designation NRSH.80H.

Engine family designation	NRSH.80H	
Specification of machinery to be propelled by the engine	Mower, Carrier, Compressor, Pump, Pressure Washer, Brush Cutter, Stump Beater, Tiller, Ice Auger, Non-Backpack Blower, Walk-Behind Lawnmower, Riding Mower, Generator Set	
EDP category (hours)	Category 3, 300 hours	
DF (deterioration factor)	CO	1.00
	HC	1.26
	NOx	1.81

This statement refers exclusively to the emission durability report.

Sincerely yours



Huang Wan / Manager

Date: August 14, 2018

Make : **Loncin**
Name and address of the manufacturer : **Loncin Motor Co., Ltd.**
No.99 Hualong Road, Jiulong Industrial Park,
Jiulongpo District, Chongqing, 400052, P. R. China

EMISSION DURABILITY TEST REPORT

according to Regulation of the European Parliament and of the Council

**on requirements relating to gaseous and particulate pollutant emission limits
and type-approval for internal combustion engines for non-road mobile
machinery**

2016/1628/EU

including all amendments until

0. General information

- 0.1 Make (trade name of the manufacturer) : Loncin
- 0.2 Engine family designation : NRSH.80H
Parent engine type designation : LC148F-2
- 0.3 Category and sub-category of engine : NRSh-v-1b
- 0.4 Name and address of the manufacturer : Loncin Motor Co., Ltd.
No.99 Hualong Road, Jiulong Industrial
Park, Jiulongpo District, Chongqing,
400052, P. R. China
- 0.5 Specification of machinery to be propelled by the engine : Mower, Carrier, Compressor, Pump,
Pressure Washer, Brush Cutter, Stump
Beater, Tiller, Ice Auger, Non-Backpack
Blower, Walk-Behind Lawnmower, Riding
Mower, Generator Set

1. Test information

- 1.1 Test object(s)
- identification number : T291001810141602
 version : --
- 1.2 Test date : 08.03.2018 –22.05.2018
- 1.3 Test site : Loncin Motor Co., Ltd.
No.99 Hualong Road, Jiulong Industrial
Park, Jiulongpo District, Chongqing,
400052, P. R. China
- 1.4 Test facilities : The test equipment used was in
compliance with the requirements of the
directive.

1.5	Information concerning the conduct of the test(s)	
1.5.1	Reference fuel used for test	E10
1.5.1.1	Octane number	
	Ron	: 96.1
	Mon	: 85.9
1.5.1.2	State percentage of oil in mixture when lubricant and petrol are mixed as in the case of two stroke engines	: --
1.5.1.3	Density of petrol for four-stroke engines and petrol/oil mixture for two-stroke engines	: 0.753g/cm ³
1.5.2	Lubricant	
1.5.2.1	Make(s)	: MOBIL
1.5.2.2	Type(s)	: 15W/40
1.5.3	Emission durability test cycle	: G3
1.6	Engine performance	
1.6.1	Engine speeds	
	Idle [min ⁻¹]	: 1800±150
	Intermediate [min ⁻¹]	:
	Rated [min ⁻¹]	: 3600
1.6.2	Rated power [kW]	: 1.7
1.7	Emission durability test	
1.7.1	Emission durability period [h]	: 300
1.7.2	Engine's maintenance rules during the emission durability test	: Refer to appendix 1
1.7.3	The rule of emission durability test	: Refer to appendix 2
1.7.4	Emission durability test record	: Refer to appendix 3

2 Test result

Item	HC (g/kWh)	CO (g/kWh)	NOx (g/kWh)	HC+NOx (g/kWh)	CO ₂ (g/kWh)
Emission test result (0 hour)	9.62	357.59	2.79	12.41	780.36
Emission test result (300 hours)	12.12	357.59	5.05	17.17	--
DF value	1.26	1.00	1.81	--	--

3 Appendixes

- 1 Engine's maintenance rules during the emission durability test
- 2 The rule of emission durability test
- 3 Emission durability test record

Engine's maintenance rules during the emission durability test

Appendix 1

Item	Time	Remark
Air cleaner	Checked every 50h Changed if necessary	
Spark plug(s)	Checked every 100h Changed if necessary	
Normal inspection	Any time	

The rule of emission durability test

Appendix 2

Mode	Load (%)	Engine speed (min ⁻¹)	Torque (N.m)	Time ratio (%)	remark
1	100	3600	4.5	100	
Emission durability period is 300 hours					

Emission durability test record

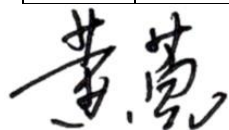
Appendix 3

Date	Recording time	Total run hours	Frequency Hz	Voltage V	Current A	Power kW	Cylinder head Temp, °C	Oil Temp, °C	Temperature °C	Atmospheric Pressure kPa	Relative Humidity %	Net engine oil Added
5.8	14:00	0	60.11	234.6	4.29	1.01	218.40	125.1	32	97.2	48	
	16:00	2	60.15	234.2	4.1	0.96	197.8	115.5	31.5	97.6	48	
	18:00	4	60.08	234.2	4.16	0.97	224.5	122.6	31.6	97.5	46	
	20:00	6	59.96	234.3	4.22	0.99	198.6	114.5	31.6	97	44	
	22:00	8	59.98	234.8	4.29	1.01	155.4	82.5	30	97.6	44	
5.9	0:00	10	60.01	234.6	4.23	0.99	165.4	90.1	30.1	97.4	48	
	2:00	12	60.04	234.5	4.26	1.00	177.1	95.6	30.5	97.5	48	
	4:00	14	59.98	234.2	4.2	0.98	220.2	125.4	31.2	97.5	48	
	6:00	16	59.98	234.5	4.22	0.99	164.4	92.2	31.6	97.5	48	
	8:00	18	59.96	234.7	4.28	1.00	197.1	115.5	31.2	97.5	48	
	10:00	20	59.98	234.3	4.23	0.99	152.1	84.6	30.6	97.5	46	
	12:00	22	60.03	234.6	4.26	1.00	196.3	102.2	30.8	97.5	46	
	14:00	24	60.05	234.5	4.3	1.01	176.8	97.5	30.5	97.2	47	
	16:00	26	60	234.2	4.25	1.00	165.4	90.6	30	97.4	46	
	18:00	28	59.93	234	4.26	1.00	175.8	95.6	28.9	97.5	47	
	20:00	30	59.92	234.2	4.31	1.01	194.5	105.1	29.1	97.6	46	add oil
	22:00	32	59.98	234.1	4.29	1.00	155.6	89.1	30.1	97.6	46	
5.10	0:00	34	59.95	234.5	4.3	1.01	142.8	80.4	30.4	97.5	47	
	2:00	36	59.95	234.6	4.25	1.00	178.5	102.6	30.5	97.3	47	
	4:00	38	59.97	234.5	4.26	1.00	200.5	114.6	31	97.4	47	
	6:00	40	59.95	234.4	4.25	1.00	179.4	97.5	31.6	97.4	48	
	8:00	42	59.96	234.3	4.21	0.99	164.8	90.1	31.6	97.2	48	
	10:00	44	59.98	234.2	4.28	1.00	196.5	102.9	32	97.2	48	
	12:00	46	59.98	234.2	4.31	1.01	174.5	98.8	30	97.6	44	
	14:00	48	59.94	234.1	4.26	1.00	142.3	75.5	29.1	97.6	46	
	16:00	50	59.96	234.3	4.26	1.00	156.8	82.2	30.1	97.6	46	
	18:00	52	59.97	234.5	4.27	1.00	221.4	122.6	30.4	97.5	47	
	20:00	54	59.92	234.2	4.22	0.99	198.7	115.6	30.5	97.3	47	add oil
	22:00	56	59.98	234.2	4.23	0.99	178.5	97.8	30.5	97.3	47	
5.11	0:00	58	59.96	234.2	4.26	1.00	166.40	86.5	31	97.4	47	
	2:00	60	59.98	234.3	4.29	1.01	175.90	97.1	31.6	97.4	48	
	4:00	62	59.98	234.4	4.33	1.01	154.40	80.2	31.6	97.2	48	
	6:00	64	59.99	234.3	4.25	1.00	218.40	125.1	32	97.2	48	
	8:00	66	60.03	234.1	4.21	0.99	197.8	115.5	31.5	97.6	48	
	10:00	68	59.96	234.7	4.23	0.99	224.5	122.6	31.6	97.5	46	
	12:00	70	59.98	234.8	4.24	1.00	198.6	114.5	31.6	97	44	
	14:00	72	59.98	234.3	4.26	1.00	155.4	82.5	30	97.6	44	
	16:00	74	59.99	234.2	4.28	1.00	165.4	90.1	30.1	97.4	48	
	18:00	76	60.03	234.6	4.26	1.00	177.1	95.6	30.5	97.5	48	
20:00	78	59.96	234.2	4.23	0.99	220.2	125.4	31.2	97.5	48	add oil	
22:00	80	59.96	234.5	4.3	1.01	164.4	92.2	31.6	97.5	48		

Date	Recording time	Total run hours	Frequency Hz	Voltage V	Current A	Power kW	Cylinder head Temp, °C	Oil Temp, °C	Temperature °C	Atmospheric Pressure kPa	Relative Humidity %	Net engine oil Added
5.12	0:00	82	59.98	234.2	4.25	1.00	197.1	115.5	31.2	97.5	48	
	2:00	84	59.98	234.3	4.28	1.00	152.1	84.6	30.6	97.5	46	
	4:00	86	59.98	234.5	4.21	0.99	196.3	102.2	30.8	97.5	46	
	6:00	88	59.97	234.6	4.26	1.00	176.8	97.5	30.5	97.2	47	
	8:00	90	59.96	234.5	4.28	1.00	165.4	90.6	30	97.4	46	
	10:00	92	59.98	234.1	4.22	0.99	175.8	95.6	28.9	97.5	47	
	12:00	94	59.96	234.1	4.19	0.98	194.5	105.1	29.1	97.6	46	
	14:00	96	59.87	234.5	4.35	1.02	155.6	89.1	30.1	97.6	46	
	16:00	98	59.88	234.8	4.26	1.00	142.8	80.4	30.4	97.5	47	
	18:00	100	59.9	234.6	4.3	1.01	178.5	102.6	30.5	97.3	47	add oil
	20:00	102	59.87	234.5	4.22	0.99	200.5	114.6	31	97.4	47	
	22:00	104	59.82	234.1	4.18	0.98	179.4	97.5	31.6	97.4	48	
5.13	0:00	106	59.79	234.3	4.23	0.99	164.8	90.1	31.6	97.2	48	
	2:00	108	59.85	234.3	4.27	1.00	196.5	102.9	32	97.2	48	
	4:00	110	59.86	234.3	4.16	0.97	174.5	98.8	30	97.6	44	
	6:00	112	59.88	234.2	4.22	0.99	201.5	107.1	30.1	97.4	48	
	8:00	114	59.92	234.6	4.25	1.00	178.6	100.3	30.5	97.5	48	
	10:00	116	59.94	234.7	4.2	0.99	170.1	101.5	31.2	97.5	48	
	12:00	118	59.67	234.1	4.29	1.00	222.3	126.8	31.6	97.5	48	
	14:00	120	59.64	234	4.24	0.99	166.4	80.6	31.2	97.5	48	
	16:00	122	59.68	234.3	4.51	1.06	176.9	101.5	30.6	97.5	46	
	18:00	124	59.72	234.2	4.2	0.98	142.3	76.4	30.8	97.5	46	
	20:00	126	59.84	234.2	4.26	1.00	178.6	98.6	30.5	97.2	47	add oil
	22:00	128	59.69	234.6	4.27	1.00	145.2	84	30	97.4	46	
5.14	0:00	130	59.94	234.5	4.25	1.00	166.8	89.5	28.9	97.5	47	
	2:00	132	59.68	234.2	4.27	1.00	219.2	119.8	29.1	97.6	46	
	4:00	134	59.86	234.6	4.25	1.00	179.4	97.4	30.1	97.6	46	
	6:00	136	59.66	234.5	4.26	1.00	164.1	88.4	30.4	97.5	47	
	8:00	138	59.72	234.1	4.25	0.99	217.8	115.6	30.5	97.3	47	
	10:00	140	59.66	234.6	4.25	1.00	148.9	90.1	31	97.4	47	
	12:00	142	59.68	243.3	4.21	1.02	155.6	89.1	30.1	97.6	46	
	14:00	144	59.59	234.5	4.23	0.99	142.8	80.4	30.4	97.5	47	
	16:00	146	59.94	234.2	4.28	1.00	178.5	102.6	30.5	97.3	47	
	18:00	148	59.82	234.3	4.25	1.00	200.5	114.6	31	97.4	47	
	20:00	150	59.74	234.3	4.2	0.98	179.4	97.5	31.6	97.4	48	add oil
	22:00	152	59.68	234.6	4.21	0.99	164.8	90.1	31.6	97.2	48	
5.15	0:00	154	59.68	234.8	4.26	1.00	196.5	102.9	32	97.2	48	
	2:00	156	59.68	234.5	4.25	1.00	174.5	98.8	30	97.6	44	
	4:00	158	59.8	234.1	4.21	0.99	201.5	107.1	30.1	97.4	48	
	6:00	160	59.76	234.6	4.19	0.98	165.8	90.2	30.6	97.5	46	
	8:00	162	59.74	234	4.3	1.01	207.8	112.2	30.8	97.5	46	
	10:00	164	59.82	234.3	4.26	1.00	209.6	111.5	30.5	97.2	47	

Date	Recording time	Total run hours	Frequency Hz	Voltage V	Current A	Power kW	Cylinder head Temp, °C	Oil Temp, °C	Temperature °C	Atmospheric Pressure kPa	Relative Humidity %	Net engine oil Added
	12:00	166	59.7	234.2	4.24	0.99	161.2	84.5	30	97.4	46	
	14:00	168	59.46	234.8	4.26	1.00	166.4	87.6	28.9	97.5	47	
	16:00	170	59.66	234.1	4.21	0.99	164.8	85.5	29.1	97.6	46	
	18:00	172	59.69	234.5	4.25	1.00	207.1	115.4	30.1	97.6	46	
	20:00	174	59.64	234.2	4.26	1.00	162.6	85.5	30.4	97.5	47	add oil
	22:00	176	59.58	234.6	4.28	1.00	208.9	114.6	30.5	97.3	47	
5.16	0:00	178	59.78	234.2	4.21	0.99	146.1	82.9	31	97.4	47	
	2:00	180	59.72	234.3	4.26	1.00	175.6	102.4	31.6	97.4	48	
	4:00	182	59.67	234.2	4.21	0.99	209.5	115.9	31.6	97.2	48	
	6:00	184	59.88	234.3	4.25	1.00	164.7	89.6	32	97.2	48	
	8:00	186	59.69	234.3	4.26	1.00	139.4	69.8	30	97.6	44	
	10:00	188	59.74	234.5	4.21	0.99	164.5	96.3	30.1	97.4	48	
	12:00	190	59.68	234.1	4.24	0.99	219.4	104	30.5	97.5	48	
	14:00	192	59.63	234.3	4.26	1.00	223.6	122	31.2	97.5	48	
	16:00	194	59.64	234.2	4.28	1.00	214.2	119	31.6	97.5	48	
	18:00	196	59.58	234.2	4.29	1.00	157.1	84	31.2	97.5	48	
	20:00	198	59.81	234.3	4.28	1.00	154.2	97.5	30.6	97.5	46	
	22:00	200	59.72	234.6	4.24	0.99	177.4	90.8	30.8	97.5	46	add oil
5.17	0:00	202	59.46	234.3	4.25	1.00	151.2	88.4	30.5	97.2	47	
	2:00	204	59.62	234.1	4.26	1.00	164.7	85.5	30	97.4	46	
	4:00	206	59.55	234.1	4.25	0.99	178.2	96.4	28.9	97.5	47	
	6:00	208	59.59	234.2	4.25	1.00	209.4	108.6	29.1	97.6	46	
	8:00	210	59.57	234.2	4.28	1.00	164.1	86.6	30.1	97.6	46	
	10:00	212	59.64	234.1	4.31	1.01	180.5	98.1	30.4	97.5	47	
	12:00	214	59.58	234.8	4.24	1.00	161.4	84.5	30.5	97.3	47	
	14:00	216	59.61	234.5	4.26	1.00	175.5	98.4	31	97.4	47	
	16:00	218	59.66	234.3	4.25	1.00	164.2	85.4	31.6	97.4	48	
	18:00	220	59.57	234.2	4.25	1.00	179.6	102.5	31.6	97.2	48	
	20:00	222	59.52	234.5	4.31	1.01	133.5	70.1	32	97.2	48	
	22:00	224	59.58	234.3	4.28	1.00	164.8	92.5	30	97.6	44	add oil
5.18	0:00	226	59.45	234.2	4.26	1.00	178.8	97.2	30.1	97.4	48	
	2:00	228	59.58	234.6	4.26	1.00	211.6	115.6	30.5	97.5	48	
	4:00	230	59.6	234.1	4.28	1.00	155.4	80.5	31.2	97.5	48	
	6:00	232	59.5	234.2	4.31	1.01	221.5	120.5	31.6	97.5	48	
	8:00	234	59.43	234.3	4.29	1.01	154.9	86.6	31.2	97.5	48	
	10:00	236	59.48	234.2	4.25	1.00	181.2	96.8	30.6	97.5	46	
	12:00	238	59.56	234.2	4.28	1.00	215.6	105.8	30.8	97.5	46	
	14:00	240	59.57	234.2	4.36	1.02	162.2	85.6	30.5	97.2	47	
	16:00	242	59.42	234.5	4.28	1.00	162	84.8	30	97.4	46	
	18:00	244	59.5	234.6	4.36	1.02	151.6	75.8	28.9	97.5	47	
	20:00	246	59.41	234.1	4.25	0.99	168.7	84.6	29.1	97.6	46	
	22:00	248	59.43	234.1	4.25	0.99	180.5	97.4	30.1	97.6	46	

Date	Recording time	Total run hours	Frequency Hz	Voltage V	Current A	Power kW	Cylinder head Temp, °C	Oil Temp, °C	Temperature °C	Atmospheric Pressure kPa	Relative Humidity %	Net engine oil Added
5.19	0:00	250	59.61	234.5	4.26	1.00	209.8	102.5	30.4	97.5	47	add oil
	2:00	252	59.57	234.3	4.22	0.99	165.8	86.4	30.5	97.3	47	
	4:00	254	59.5	234.1	4.29	1.00	144.5	80.4	30.6	97.5	46	
	6:00	256	59.54	234.2	4.25	1.00	168.4	88.6	30.8	97.5	46	
	8:00	258	59.61	234.2	4.23	0.99	149.8	78.7	30.5	97.2	47	
	10:00	260	59.53	234.2	4.25	1.00	133.8	70.1	30	97.4	46	
	12:00	262	59.42	234.3	4.28	1.00	208.9	114.6	30.5	97.3	47	
	14:00	264	59.48	234.5	4.35	1.02	146.1	82.9	31	97.4	47	
	16:00	266	59.6	234.8	4.29	1.01	175.6	102.4	31.6	97.4	48	
	18:00	268	59.43	234	4.24	0.99	209.5	115.9	31.6	97.2	48	
	20:00	270	59.42	234.1	4.26	1.00	164.7	89.6	32	97.2	48	
	22:00	272	59.4	234.3	4.28	1.00	139.4	69.8	30	97.6	44	
5.20	0:00	274	59.38	234.6	4.25	1.00	164.5	96.3	30.1	97.4	48	
	2:00	276	59.64	234.2	4.1	0.96	219.4	104	30.5	97.5	48	
	4:00	278	59.55	234.5	4.21	0.99	223.6	122	31.2	97.5	48	
	6:00	280	59.38	234	4.16	0.97	214.2	119	31.6	97.5	48	
	8:00	282	59.42	234.3	4.35	1.02	157.1	84	31.2	97.5	48	add oil
	10:00	284	59.46	234.6	4.18	0.98	154.2	97.5	30.6	97.5	46	
	12:00	286	59.8	234.1	4.2	0.98	177.4	90.8	30.8	97.5	46	
	14:00	288	59.46	234.2	4.16	0.97	151.2	88.4	30.5	97.2	47	
	16:00	290	59.38	234.5	4.19	0.98	164.7	85.5	30	97.4	46	
	18:00	292	59.58	234.5	4.31	1.01	178.2	96.4	28.9	97.5	47	
	20:00	294	59.46	234	4.21	0.99	151.6	75.8	28.9	97.5	47	
	22:00	296	59.48	234.2	4.21	0.99	168.7	84.6	29.1	97.6	46	
5.21	0:00	298	59.42	234.5	4.26	1.00	180.5	97.4	30.1	97.6	46	
	2:00	300	59.43	234.5	4.3	1.01	209.8	102.5	30.4	97.5	47	stop



Huang Wan / Manager

Date: August 14, 2018

