



Brussels, 8 July 2013

**KOREA No. 189**

**JC/103/13**  
**LC/64/13**  
**BARs/70/13**  
**WG-TEP-EXT/68/13**  
**TF-EOBD/34/13**  
**TF-TR/26/13**  
**WG-AE/60/13**  
**WG-CVD/55/13**  
**WG-PS/127/13**  
**Mr. J. Estavoyer, PSA Peugeot**  
**Citroën**  
**Mr S. Dies, Renault**  
**Mr. M. Missbach, Volkswagen**  
**Mr. G. Thöne, Volkswagen**

Copy: ACEA Management

**Subject: South Korea monthly report – June 2013**

Please find attached the June 2013 report of the ACEA representative office in Seoul.

We remain at your disposal should you need any further information.

Best regards,

Erik Bergelin

Encl.

Ref. ACEA: 20130818

## 1. Issues

### 1.1. Panoramic Roof defect investigation scheme by MOLIT/KATRI ; PCV

#### Background & Status:

- Customer complaints on ‘Panoramic roof glass shattering’ repeatedly reported to MOLIT since 2011.
- Various incidents are reported in the media as ‘sunroof explosion’ experiences are shared in the internet.
- MOLIT and KATRI decided to conduct manufacturing defect investigation on panoramic roof (domestic products), December 2012.
- MOLIT/KATRI has extended the investigation to whole manufacturers/importers.
- MOLIT/KATRI requests internal test reports on ‘227g ball test’ and ‘fragmentation test’ conducted at the stage of self-certification by 15 June 2013.
- MOLIT/KATRI also request an additional ‘227g ball test’ based on SK specific requirements.

### 1.2. Indoor Air quality Management

#### History & Status:

- 18 December 2012, Automobile Management Act amended: indoor air quality management.
- On 19 April 2013, draft for ‘Indoor air quality control standards (guideline)’ released. Final version to be released in July 2013
- Remain as a recommendation, not yet mandatory.
- Test methodology: based on ISO standards
- Scope: new vehicles within 4 weeks (14 ~ 28 days) from the date of production (in case of import cars, 4 weeks from the date of custom clearance).  
Foreign manufacturers running internal management system for the harmful substances generated from interior materials of vehicles can either submit internal test report or conduct test based on SK standards – optional.  
However, manufacturers with no internal management system will have to conduct local test in SK.

Current draft for standards: to be released in July 2013

	Formaldehyde	Acetaldehyde,	Acrolein,	Trimethyl benzene	Benzene	Toluene	Xylene	Ethylbenzene	Styrene
Current	250	-	-	-	30	1,000	870	1,600	300
China	100	50	50	-	110	1,100	1,500	1,500	260
<b>SK</b>	<b>210</b>	<b>50 (From July, 2015)</b>	<b>50(From July, 2014)</b>	<b>200</b>	30	1,000	870	<b>1,000</b>	<b>220</b>

### 1.3. SK parts self-certification

**Entry into force:** 22 May 2013.

**Current items require certification in SK:**

- UN ECE based: front headlamp, rear retro reflector, seat belt, rear under-run protection.
- FMVSS based: brake hose.

**Current status:**

- KC marking locally done (laser printing, stamping and labeling<sup>2</sup>).  
Labeling<sup>2</sup>: not used much as importers prefer other methods to avoid possible conflicts with authorities.
- Based on agreement between USG and SKG, use of stickers allowed with the newly proposed guideline for labeling material and adhesion requirement: latest draft released on 26 June 2013 (available at ACEA).

Materials recommended

Oil-skin paper (PPT, polypropylene synthetic vinyl).  
PET paper (polyester synthetic resin).

Adhesion test

Loop tack measurement: Finat Test Method 9.

Peel adhesion Test: Finat Test Method 2.

- MOLIT intends to extend the scope of parts certification regime: meeting scheduled for 5 July.  
Safety glazing, tyre and brake pads are currently considered to be added.

### 1.4. Introduction of PEMS (Portable Emission Measurement System) in SK: HD Truck

**Legislation by September 2013.**

**Current scheme of PEMS introduction:**

- Entry into force: 1 January 2015 (all vehicle types).
  - Certification of Diesel Powered Vehicle.  
Phase-in: 25% (2015), 50% (2016), 100% (2017).  
Adjusted Conformity Factor (CF) applied till 31 December 2016: CO, HC (1.5), NOx (2.0).
  - Certification of CNG Powered Vehicle.  
No phase-in scenario.  
Adjusted Conformity Factor (CF) applied till 31 December 2016: CO, NOx (1.5), HC(2.0).
- \*For certification, NIER considers accepting EU test results.

- In-service conformity test

Sample size: 10 units maximum

In case first 5 test results fall under fail criteria<sup>1</sup>, select 5 more units.

fail criteria<sup>1</sup>: Average emission of 5 vehicle test results do not comply with the emission standards + over 3 individual test results exceed the emission standards.

## **1.5. SCR system investigation Scheme: HD Truck**

### **Background:**

MOE & NIER commenced investigation on Euro5 NOx control system (SCR) in September 2012. Based on the report made by reagent providers in SK.

- Considering the SCR vehicle population in SK, the consumption of reagent is significantly low.

### **Issue:**

Recently, frequent tampering of SCR system by using a ‘Nipple developed in the aftermarket’ is reported; causes interruption of reagent dosing activity by hindering proper sensing of Exhaust Gas Temperature (EGT).

**MOE & NIER** intend to commence discussion with the Industry in the 2<sup>nd</sup> half of 2013. NIER intends to request HD truck manufacturers to provide solutions to prevent such tampering activity and plans to conduct vehicle tests for further research.

## **1.6. Alleged Sudden Acceleration (ASA) simulation conducted by MOLIT/KATRI**

On 26 and 27 June 2013, ASA simulation tests were conducted at KATRI.

Applied conditions:

- Moisture/Water in ECU
- Intentional electric shock to ECU
- Simultaneous application of accelerator and brake
- ECU overheated and wiring disconnection
- Carbon sedimentation in engine room
- Stuck throttle
- Accelerator pedal position sensor malfunctioning

MOLIT officially announced that none of the above conditions reproduced ASA during the simulation tests and found no evidence of mechanical malfunctioning in the cases.

## **2. Market Data**

As attached.