

42. GRB

5.-7. September 2005

Different Scenarios for the Implementation of the New Test Method



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of Transport, Building
and Housing

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Scenario I

- ECE-R 51.02 stays as it is and the new test method has to be added.
- Vehicles have to be tested according two methods:
 - For type approval according ECE-R 51.02
 - For data collection according the new methods



Scenario I

Advantages:

- The new method is inserted into the regulation (“frozen”)
- Experience with the new method
- Increase of vehicle data base
- Adoption of the new method can be done very quick



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Scenario I

Disadvantages:

- Increase of the time delay
- Increase of costs for type approval
- No benefit for the environment
- How can the new data base be used for finding “limit values”? (“worst case testing ↔ different vehicles for ECE-R 51.02 and new test method”)



Scenario I

Time schedule:

Action	Date
Adoption of the new method at 42. GRB incl. a period of 24 month (data-collection)	09/2005
Adoption of GRB proposal at WP.29	03/2006
Date of entry into force	01/2007
Collection of data until	01/2009
Analysis of data (contracting parties)	07/2009
Proposals for limit values (contracting parties) 44. GRB	09/2009
Recommendations for limit values 45.GRB	02/2010
Starting point for a cost benefit analysis	04/2010
Results of the cost benefit study	07/2011
Discussion of the results and limit values (GRB)	02/2012
Proposal for WP.29	06/2012
Date of entry into force	03/2013
Transitional provisions?	24 month?



Scenario II

- New Series of Amendment ECE-R 51.03
- Content of ECE 51.03
 - New test method
 - New limit values (all vehicle categories)
 - Test procedure for “Off cycle emission provisions”

Scenario II

Advantages:

- **Benefit for the environment**
- **Costs for testing are minimized**

Scenario II

Disadvantages:

- Test procedure for “off cycle emissions” is not available
- Data base for HDV needs more measurement results
- “Informal Group” needs more time



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Scenario II

Time schedule:

Action	Date
Informal document prepared during 42. GRB, depending on the discussion during this meeting	09/2005
Adoption of the new method incl. limit values at 43. GRB	02/2006
Discussion of GRB proposal at WP.29	06/2006
Starting point for discussion inside EU	04/2006
3 years discussion inside EU (incl. cost benefit analysis) Proposal for WP.29; Adoption in WP.29	06/2009
Date of entry into force	03/2010



Scenario III

- ECE-R 51.02 stays as it is and the new test method with limit values for M_1 , N_1 , $M_2 \leq 3500$ kg and $N_2 \leq 3500$ kg have to be inserted
- Vehicles of the above mentioned categories have to be tested according two methods and have to fulfil both limit values
- Vehicles of other categories have to be tested according ECE-R 51.02



Scenario III

Advantages:

- **Benefit for the environment**
- **The new method is inserted into the regulation (“frozen”)**
- **Experience with the new method for HDV**
- **Increase of vehicle data base for HDV**
- **Adoption of the new method can be done very quick**
- **ECE-R 51.02 becomes “place holder” for “off-cycles”**
- **Proposals for limit values (M_1 , $N_1,..$) are available**



Scenario III

Disadvantages:

- **Additional Amendment for HDV is necessary**
- **Costs for type approval**

Scenario III

Time schedule:

Action	Date
Informal document prepared during 42. GRB, depending on the discussion during this meeting	09/2005
Adoption of the new method incl. limit values at 43. GRB	02/2006
Discussion of GRB proposal at WP.29	06/2006
Starting point for discussion inside EU	04/2006
In the case where scenario III can be adopted at CATP on European level a voting during the 140. WP.29 meeting can be possible	11/2006
Date of entry into force	08/2007



Alternative solutions

- **More stringent limit values in ECE-R 51.02**
- **Change of tyre selection in ECE-R 51.02**
- **Modifications of the scenarios**
- ...

Conclusions

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