

Informal document No. GRPE-53-12
(53rd GRPE, 9-12 January 2007,
agenda item No. 3.)

Draft report to 53rd GRPE

Status Report on stage 2 of WMTC (GTR 2)

Objectives

- An amendment to the test cycle parts and vehicle classification, in order to reflect special vehicles and traffic situations in countries like India and China
- Other improvements to GTR 2 (e.g. family concept)
- Preparing data on performance requirements

Meetings

- Task Force Group
August 2006 / October 2006
- Informal Group (FEG)
November 2006
- Informal Group – 9th Jan 2007

Scope of Task Force work

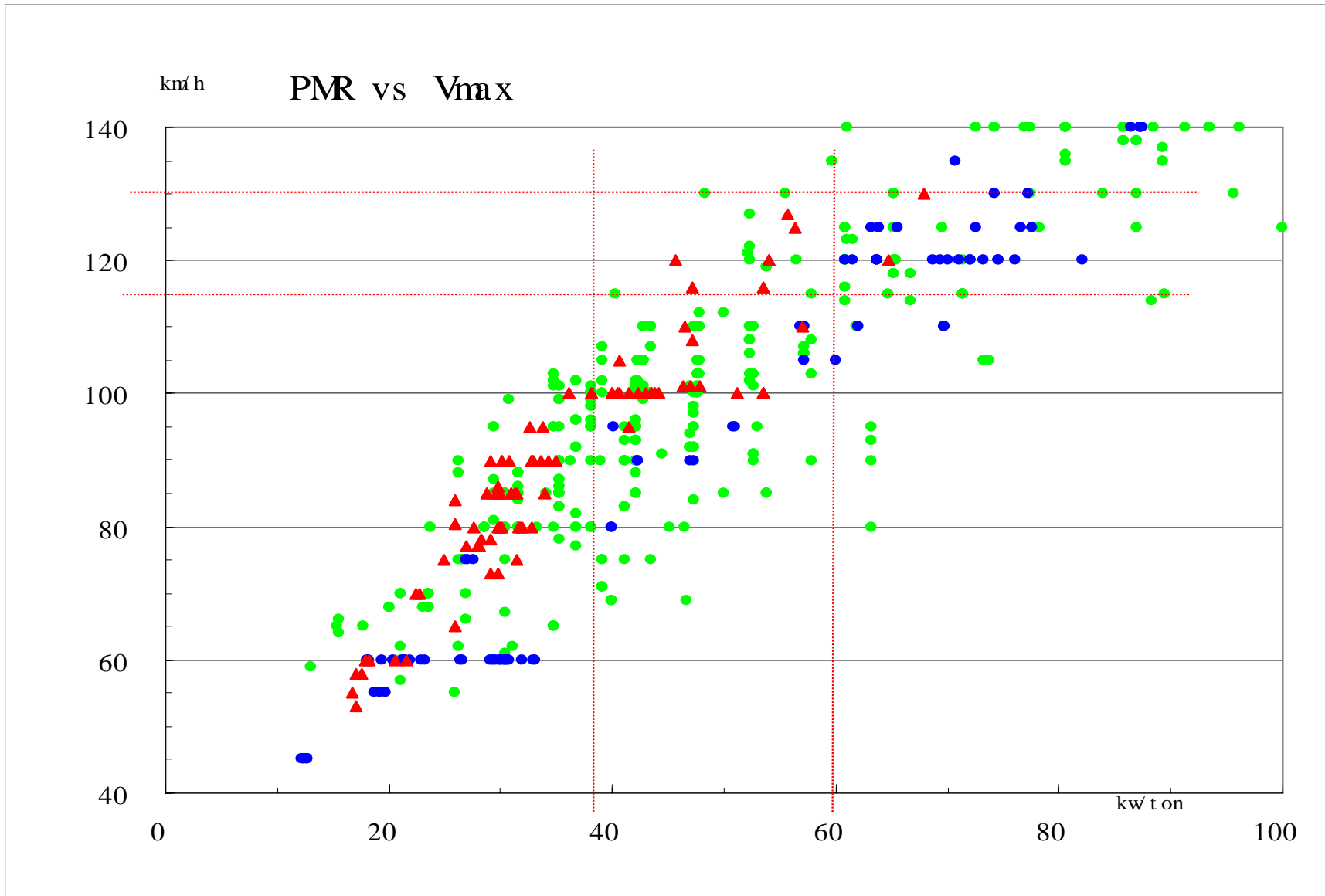
- Task Force targets:
 - Not to include “options” in the GTR (so it is harmonised for all Contracting Parties)
 - Minor amendments to existing cycle parts and classification
 - Changes in specific parts only (e.g. reduced accelerations, reduced speed)
 - Investigation of additional criteria for possible sub-classification

Sub-classification possibilities

- Classification concepts considered :
 - percentage time outside the tolerances
 - acceleration factor (unspecified)
 - fuel efficiency
 - torque
 - kilowatt per litre (kW/l)
 - power to mass ratio (PMR)

Vehicle data

India (red) – Japan (blue) – Germany (green)

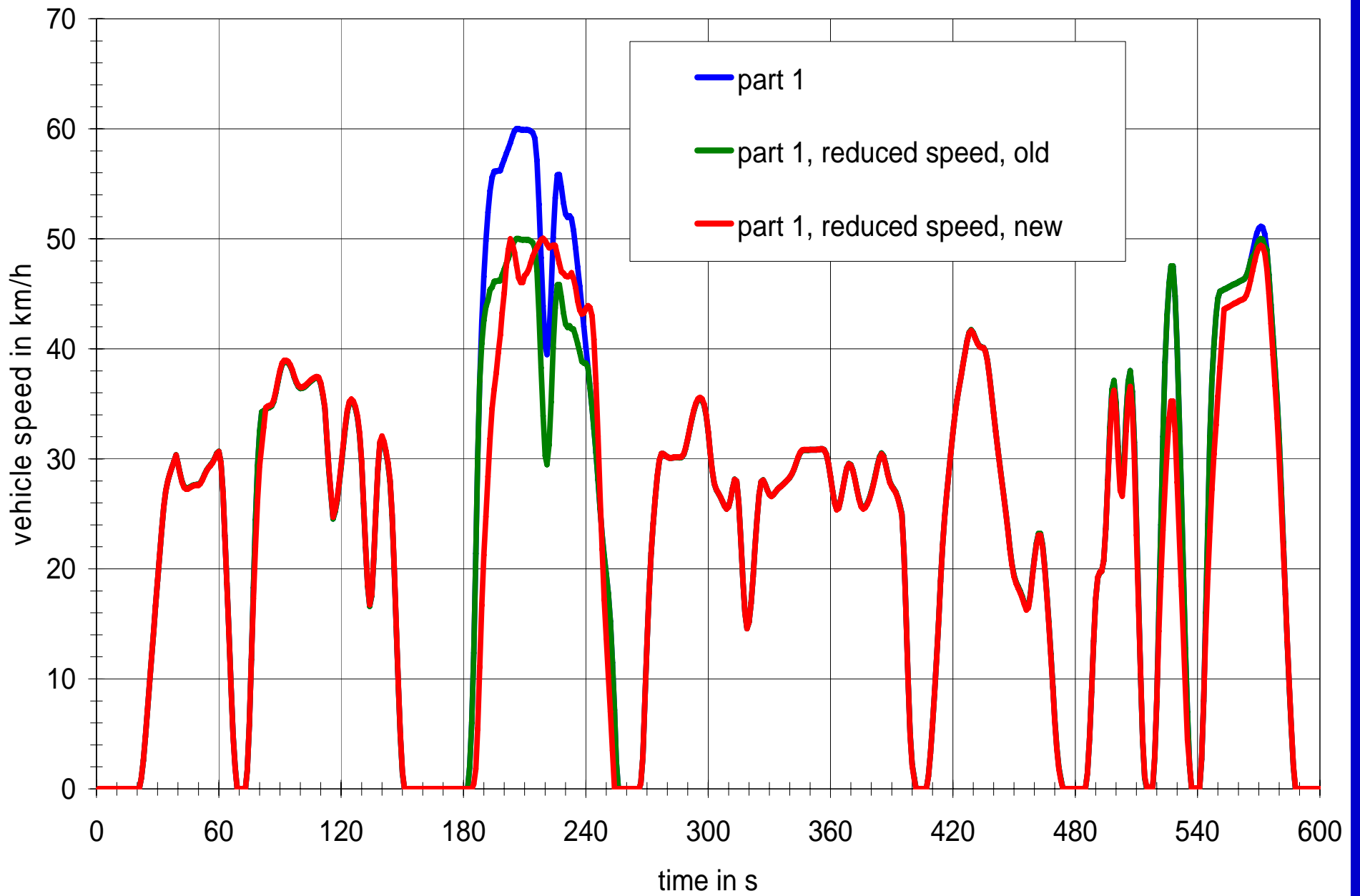


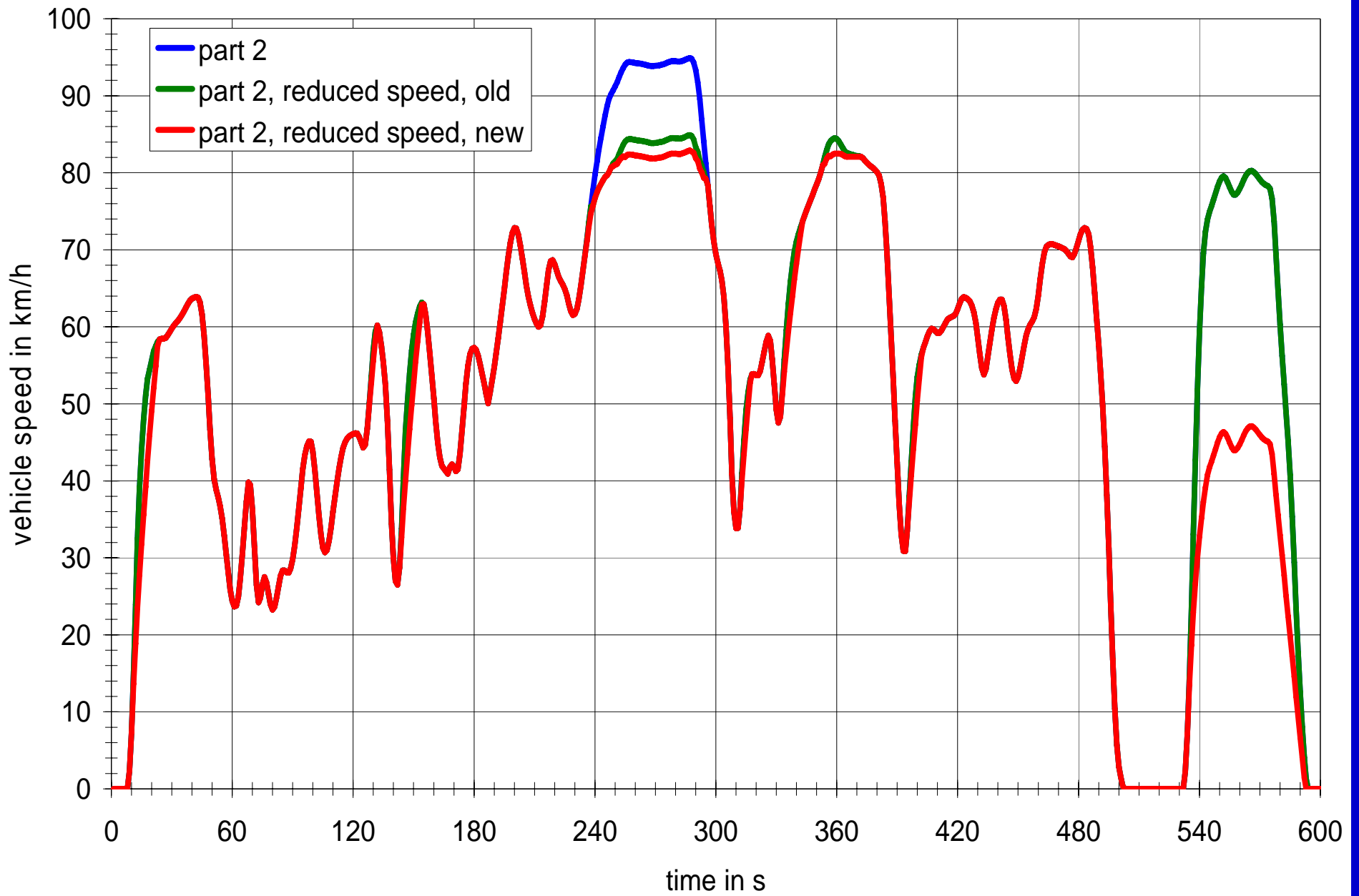
Cycle changes (1)

- The amendments are based on:
 - the new database
(for increased representativity)
 - the ability of the MC to follow the cycle trace
(as in the original cycle development)
- The importance of the new data alters the balance between the cycles, i.e. the old Part 1 reduced cycle is now more typical at the world level than the Main cycle

Cycle changes agreed by FEG

- Part 1 cycles:
 - retain the existing main cycle
 - modify the alternative cycle (JARI+TUEV+50 km/h)
- Part 2 cycles:
 - retain the existing main cycle
 - modify the alternative cycle (TUEV)





Cycle changes (rationale)

- Compromise found in FEG meeting:
 - Reflecting worldwide data
 - Vehicles should in principle be able to follow the trace
 - New changes in part 2 reduced
 - Minimum changes in existing cycle parts and classification
 - Simple classification
(avoid additional criteria and sub-division)

Cycle changes (India Data)

classes parts	class 1	class 2-1	class 2-2	class 3-1	class 3-2
part 1 alternative	< 150 ccm & < 100 km/h	< 115 km/h + not class 1			
part 1			115 – 130 Km/h	130 – 140 Km/h	≥ 140 km/h
part 2 alternative		< 115 km/h + not class 1			
part 2			115 – 130 Km/h	130 - 140 Km/h	≥ 140 km/h
part 3 alternative				130 – 140 Km/h	
part 3					≥ 140 km/h

Other improvements of GTR 2

- Family Concept: to clarify the worst case procedure
- Technical Report: to update the report with the rationale for the later amendments
- Further improvements and corrections of the text of GTR 2
- Informal document to 53rd GRPE under discussion in informal meeting January 9th

Time schedule – First step

- **Jan 11th** inf doc to GRPE
- **Feb 07** editorial meeting and correspondence by email
- **1st March** deadline for comments
- **March 16th** deadline for official doc
- **June 07** official doc in 54th GRPE
- **Nov 07:** ? document in WP.29 / AC.3

Performance Requirements

- Second step –
after introduction of cycle changes
- Data –
to collect the data necessary to discuss
the harmonised limit values to be applied
after 2011-12.

Time schedule – Second step

- **Jan 07 - Juni 07:** Data collection
- **July / Aug 07:** WMTC/2-FEG meeting
- **Jan 08:** Presentation of data to GRPE
- **March 08:** Status report to WP.29 / AC.3