

IMMA proposal for the structure of the limit values in gtr No. 2 (WMTC)A. Background to the proposal

IMMA's discussions of the harmonised limit values to be inserted into gtr No. 2 have resulted in the following proposal for the structure of the limit values.

IMMA believes that the structure of the limits and their absolute values need to be different for two different types of Contracting Party, illustrated here by the cases of the EU and India. The EU is the only administration to have implemented gtr No. 2 and so its approach to the limit values is by definition the most stringent. On the other hand, Indian requirements are more suited to a different structure and different limit values, which is primarily due to the different driving conditions and the use of motorcycles with different fuel economy characteristics.

To demonstrate this, IMMA has created a text for paragraph 5. of the gtr, which shows the two approaches. The first is for values that are for the global level and, in IMMA's understanding, these should be accepted by all Contracting Parties. The second is for an alternative set of values and, in part, different testing possibilities, which would be available for Contracting Parties for whom such conditions would be more suitable.

The values in the tables are only to illustrate the principles of this proposal. They are taken from IMMA's revised calculation of the standstill values when the gtr procedure is compared with the existing national regulations (the actual values for the gtr will be decided in future GRPE discussions).

B. The proposal with the illustrative limit values

Paragraph 5., amend to read:

"5. PERFORMANCE REQUIREMENTS

5.1. Global performance requirements

The gaseous emissions for each class of vehicle defined in paragraph 6.3., obtained when tested in accordance with the cycles specified in paragraph 6.5.4.1., shall not exceed the values specified in Table 5-1.

Table 5-1: Limit values for gaseous emissions, CO, HC and NOx

	CO	HC		NOx	
Vehicle Class	All	Class 1 and 2	Class 3	Class 1 and 2	Class 3
Limit values g/km (to show the principle)	[2.62]	[0.75]	[0.33]	[0.17]	[0.22]

5.2. Alternative performance requirements

The gaseous emissions for each class of vehicle defined in paragraph 6.3., obtained when tested in accordance with the cycles specified in paragraph 6.5.4.1., shall not exceed the values specified in Table 5-2.

For the purposes of national legislation, Contracting Parties may decide to test vehicles in Class 2.1 by using the cycle prescribed for Class 1.

Table 5-2: Limit values for gaseous emissions CO, HC + NOx 1/

Vehicle Class	CO		HC + NOx		
	Class 1 + 2.1	Class 2.2 + 3	Class 1 + 2.1	Class 2.2	Class 3
Limit values (g/km) (to show the principle)	[2.14]	[2.62]	[1.32]	[0.92]	[0.55]

1/ This table is defined in accordance with Article 4.2 of the 1998 Agreement in order to allow Contracting Parties to adopt alternative levels of stringency for national purposes. Article 4.2 states: "A global technical regulation may specify alternative non-global levels of stringency or performance and appropriate test procedure, where needed to facilitate the regulatory activities of certain countries, in particular developing countries.

6. TEST CONDITIONS

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