

## **PROGRESS REPORT ON GLOBAL TECHNICAL REGULATION (GTR) N° 4 (WHDC)**

The 25<sup>th</sup> WHDC meeting took place from 15 to 17 October 2008 in Beijing. It was the first meeting of a WP.29 informal group in China. The participants highly appreciated the efficient organization of the meeting. The details of the meeting are reported in the minutes (document GRPE/WHDC/25).

### Option 1: Engine power determination

The secretaries' proposal for amending paragraph 6.3 was principally accepted; the modifications agreed at the meeting will be introduced into the informal document for the January 2009 GRPE session.

### Option 2: Reference fuel

Since the test programs are still in progress, the compromise fuel specifications of Inf. Doc. No. GRPE-54-03 will serve as placeholder in the informal document for the January 2009 GRPE session; the 5% biofuel content proposed by the EU Commission was accepted and will be added to the reference fuel specification table. The OICA proposal on adding a fuel stability criterion in conjunction with the biofuel content was also accepted. It is expected that the final test results from JRC, NTSEL and EMA will be available by February 2009.

### Option 3: Hot soak period

After the WP.29/AC.3 acceptance to delete options 3 and 4 from the current mandate and in the absence of an EPA representative, the test program proposed by EPA was not discussed at the meeting. However, EMA will test one engine according to the EPA proposal in conjunction with the fuels program (option 2). With this opening of the situation, Japan and OICA will also consider to contribute test data, but prior discussion with EPA will be needed.

### Option 4: Cold start weighting

No new results were presented at the meeting. TÜV Nord confirmed that the Japanese approach for calculation of the cold start weighting factor, presented at the last meeting, was acceptable.

### Option 5: PM filter specification

TÜV Nord presented the preliminary test results of engine 1 (SCR/DPF). The overall variability with the PTFE coated glass fiber filter was 20%, with the best configuration being variant 2 (low dilution, high filter face velocity). No difference between 47 and 70 mm filter diameter was observed. It was therefore agreed to delete the 70 mm filter diameter and to allow both PTFE coated glass fiber and PTFE membrane filters. Final confirmation will be needed after completion of the test program.

### Extension of the scope to gasoline engines

China and Japan presented test results with HD gasoline engines, which show that major modifications to the gtr would be needed for extension of the scope. It was therefore agreed to drop

this issue from the gtr, and to seek for regional regulations for HD gasoline engines.

#### Alignment with NRMM gtr

Alignment with the nonroad gtr will be decided after the meeting of the nonroad working group scheduled for mid November 2008. Discussion will start at the 26<sup>th</sup> WHDC meeting, but final decision will only be taken at the 27<sup>th</sup> WHDC meeting. The OICA proposal on deleting the NOx correction factor will be discussed at the 26<sup>th</sup> WHDC meeting.

#### Review of the time line

The time line agreed at the 20<sup>th</sup> WHDC meeting was confirmed although the test programs, especially on option 2, are behind schedule. The next meetings will take place as follows:

- 26<sup>th</sup> WHDC meeting on 13<sup>th</sup> January 2009, Geneva
- 27<sup>th</sup> WHDC meeting from 10<sup>th</sup> to 12<sup>th</sup> March 2009, Budapest, Hungary
- 28<sup>th</sup> WHDC meeting in June 2009, Geneva