

## **51<sup>st</sup> GRPE: Report from OCE Informal Working Group Chair to the 51<sup>st</sup> Session of GRPE**

**19 January 2006**

- I would like to provide a brief overview of the work performed by the Off-cycle Emissions informal working group in the last 6 months. My overview consist of 3 items;  
(1) A review of the Plenary Group and Editorial Committee meeting held this past September  
(2) A review of the Plenary Group meeting held earlier this week on Wednesday afternoon, and  
(3) A discussion of the OCE groups time line and schedule for the next 12 months
- In addition, I would like to remind all of the delegates that all of the OCE plenary group meeting materials, including the official minutes from each meeting, is available on the OICA web site. Materials presented at the OCE meeting yesterday should be available within the next 2 weeks.

### **Item (1): September 2005 Meeting in Chicago**

- The Plenary Group and the Editorial Committee met in September 2005 in Chicago in the U.S. for 3 days
- The purpose of this meeting was to continue work on the development of the OCE gtr, both the discussion of open issues and the continued improvement to the draft GTRs a reminder to GRPE, the draft GTR contains two basic requirements for heavy-duty diesel engines;  
(1) Provisions prohibiting the use of defeat strategies; and  
(2) Performance based emission limits based on the World Harmonized Not-to-Exceed provisions (WNTE). The WNTE provisions, unlike traditional engine & vehicle test procedures, are not based on a pre-defined duty cycle, but rather includes a potential unlimited number of duty cycles constrained by a number of factors, including engine speed & torque values as well as specific ambient operating conditions.

It is also worth noting:

- The draft GTR has been developed with the specific intent to allow for testing of compliance with the WNTE during in-use, on the road operation of the engine
- GTR does not include requirements or specifications for in-use testing, or for on-vehicle emission measurement equipment
- Individual countries and regional authorities may specify their own provisions in this regard in order to enforce the GTR, and such enforcement provisions could include requirements for in-use, on-vehicle emissions testing of heavy-duty engines

During the Chicago meeting, the group heard presentations from the following members;

- Japan presented new information regarding the definition of the WNTE engine speed and load Control Area based on real-world driving behaviors in Japan
- The United States presented information regarding the application of the US NTE as an emissions compliance tool based on the use of Portable Emissions Measurement System (PEMS) on-board heavy-duty vehicles
- The Netherlands presented a draft concept for the requirements for a WNTE Compliance Statement for consideration in the Off-cycle Emissions Global Technical Regulation
- In addition, the Plenary Group spent considerable time discussing the Definition of a Defeat Strategy and the associated definitions of related terms. These definitions have now been incorporated into the draft GTR.

### **Item (2): 18 January 2006 Meeting of OCE Plenary Group**

- At the OCE plenary meeting held yesterday afternoon, the Plenary Group briefly heard of the progress made at the Chicago meeting. In advanced of the meeting, the second official draft of the GTR was made available to all members of the Plenary Group in December, and that same working draft is available to all GRPE delegates on the OICA web site.

During yesterday's meeting, the group heard a number of presentations including the following;

- Japan presented information regarding the definition of the WNTe engine speed and load Control Area based on real-world driving behaviors in Japan, and suggested numerical values for basing the WNTe control area on components of the WHDC transient test cycle.
- OICA presented information regarding the definition of the WNTe engine speed and load Control Area based on data from a range of engine data derived from the WHDC transient test cycle
- The Netherlands presented new data regarding the definition of the WNTe engine speed and load Control Area based on a variety of urban and rural driving patterns
- The Netherlands, in consultation with the European Commission, presented a proposal for further discussion regarding the requirements for a WNTe Compliance Statement for consideration in the Off-cycle Emissions Global Technical Regulation
  
- Finally, the group reviewed the GTR development time schedule and decided tentatively upon the location and dates for our next meeting.

### **Item (3): Schedule for the next 12 months**

- We have received an invitation from the Netherlands to hold our next meeting at the RDW facilities in Zoetermeer. We have tentatively set the dates for April 5 – 7. These 3 days will be confirmed within the next 2 weeks by e-mail to all the members of the OCE Plenary Group. This will be a meeting of both the Plenary group and the Editorial Committee.
  - The purpose of this meeting is for the Plenary group to discuss the several key issues remaining within the draft GTR, and for the Editorial Committee to continue the work of improving the draft GTR text.
- Plenary group may consider an additional meeting in the Fall of this year
- I would like to request a ½ day meeting in advance of the 52<sup>nd</sup> GRPE meeting in June 2006
- We hope to be in a position to present an informal version of the draft GTR at the 53<sup>rd</sup> session of GRPE to be held one year from now.

That concludes my report regarding the work of the Informal Off-cycle Emissions Working Group