| Proposed GTR Structure | | | |
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| New comments based on inputs since December 20, 2011 in green | | | |
| | | | **COMMENTS** |
| A. Statement of technical rational and justification | | | |
| | 1. Feasibility | | To be done by DG ENTR |
| | 2. Anticipated benefits | | To be done by DG ENTR |
| | 3. Cost effectiveness | | To be done by DG ENTR |
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| B. Text of the Regulation | | | |
| | 1. Purpose and Scope | | TRANS/WP.29/883: "A simple statement... that describes the particular aspect of... environmental addressed by this GTR." |
| | 2. Application | | TRANS/WP.29/883: "A clear description of the type of wheeled vehicle...subject to the GTR." |
| | 3. Definitions | | Definitions will be placed together and not spread throughout the GTR. |
| | 4. Symbols | | May be split up into those for fuel composition, chemical components. |
| | 5. Abbreviations | | GTRs 2, 4 and 10 to be used as reference. |
| | 6. General requirements | | One manufacturer was concerned that "General requirements" in other GTRs include reference to durability of vehicle components, good vehicle condition; would also appreciate the definition of "good condition of vehicle" |
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| Annex 1 | WLTP DHC Drive Cycle | | Tabular and graphical description of the drive cycle. |
| | Annex 1, Appendix 1 Shift points | | Two manufacturers would prefer to see the shift points in an Appendix |
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| Annex 2 | Reference fuels | | Petrol, diesel, ethanol, etc. |
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| Annex 3 | Determination of System Equivalence | | One manufacturer wishes that an annex on "System Equivalency" should be kept. Elimination of it could lead to "endless" discussions, could restrict new measurement technologies.<br>Draft. Co.: There seems to be no general agreement on this subject, will apparently have to be discussed again. |
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| Annex 4 | Road Load Determination | | |
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| Annex 5 | Test Equipment and Calibration | | Description of all hardware, e.g. cooling fan, dynamometer, CVS, analysers, sampling lines, pumps, exhaust pipes, dilution tunnel, particulate filters, thermometers, etc. Valid also for all equipment related to additional pollutants.<br>Calibration of all hardware.<br>Two manufacturers prefer not to see a separation of equipment according to fuel type. Differences can be handled in the text; major differences could be placed in a dedicated appendix (or in dedicated appendices).<br>Draft. Co.: Separation under "spark ignition", "compression-ignition", "lpg", "electric", etc. has been eliminated |
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| Annex 6 | Test Conditions (test room and vehicle) | 4.1 Normal Ambient Conditions | Test room: temperature, humidity, ambient temperature.<br>Test vehicle: mass, tyres, fuel quantity, etc. |
| | | 4.2 Low Temperature Conditions | Ditto |
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| Annex 7 | Test Procedures | | Preconditioning, soaking, gas analysis (including additional pollutants), filter handling, also for vehicles with regenerative systems.<br>Two manufacturers prefer not to see separation of test procedure according to fuel type. Differences can be handled in the text; major differences could be placed in a dedicated appendix (or in dedicated appendices). |
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| Annex 8 | Calculations of emissions, range, fuel consumption, energy consumption, and sample calculations | | Draft. Co.: Differences in fuel types and/or technologies could be placed in either the text or in dedicated appendices. |
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| Annex 9+ | Additional subjects to be determined according to technical progress | | This refers to technologies and their testing or to new procedures, e.g. MACs.<br>One manufacturer: Should OBD be included in a separate Annex or be included at all? |

S.M. Dubuc
17.01.2012