Report from IWG on Environmental and Propulsion Performance Requirements for Light vehicles (EPPR)

68\textsuperscript{th} GRPE 9-10\textsuperscript{th} January 2014

Geneva
Chair Petter ÅSMAN
Secretary Thomas VERCAMMEN
ToR and mandate

• Priority to work under 1998<sup>th</sup> agreement but will also work under 58<sup>th</sup> agreement
• Amend GTR No2 and develop new GTRs with respect to Environmental and Propulsion Performance Requirements
• Create synergies with 58<sup>th</sup> agreement and where possible develop common requirements in form of UN Reg(s)
• Exchange information on current and future regulatory requirements for ‘light vehicles’
• Adopted at WP29 Nov 2013
Past meetings EPPR

June 2013 – January 2014

- audio-web conference, 13 Sep 2013
- 4th meeting in India, 8-9 Oct 2013
- audio-web conference, 20 Dec 2013
- OBD expert meeting, 7 Jan 2014
- 5th meeting in Geneva, 8 Jan 2014
Topics to be covered by EPPR

• The main activities are proposed to be focusing on revising or establishing the following test types:
  • Type I: Tailpipe emissions test after cold start; PRIORITY
  • Type II: Tailpipe emissions test at (increased) idle / free acceleration;
  • Type III: Emission test of crankcase gases;
  • Type IV: Evaporative emissions test; PRIORITY
  • Type V: Durability testing of pollution control devices;
  • Type VII: Measurement of CO2 emissions, fuel consumption, electric energy consumption and electric range determination;
  • Type VIII: On-board diagnostics environmental verification tests. PRIORITY

• Unified rules and test procedures to measure power and torque for propulsion technologies fitted on L-category vehicles
• unified measurement of maximum design vehicle speed and/or power for restricted L-category vehicles should be developed and agreed upon.
Evaporative emissions

• Proposal for GTR by European Commission (Oct 2013)
• **Initial assessment:** SHED test broadly supported, discussion mainly on some details
• Amendment proposal by Japan on part for SHED test
• Provisional questions/comments by India
• Questions China
• Main open issue: Test Procedure for durability of evaporative components
• Scope: Priority on 2-wheel motorcycle, later 3-wheel mc and hybrid
• Target to have a first proposal by April 2014 (2W-MC).
OBD

- Proposal for GTR by European Commission (Dec 2013)
- Comments / counterproposals by Japan
- Expert group created, 1\textsuperscript{st} meeting Jan 2014
- Open issues:
  - Japan proposes no threshold limits, but fuel system monitoring instead
  - OBD interface, to facilitate repair and maintenance
  - Engine torque reduction
- Scope: similar to evap, priority to 2w-mc, later 3w-mc
- China: initial feedback and concern on complexity of OBD-I
- Agreement to separate OBD-II (grey), and discuss later.
- Target to have a first proposal by April 2014 (2W-MC).
Future meetings EPPR 2014

• Audio-web conference: 03 Feb 2014 (TBC)
• 6th meeting in Japan: 12, 13, 14 Feb 2014
• 7th meeting in Geneva, 04 June (PM) 2014 (TBC)
• 8th meeting Location TBD, Autumn 2014