Report from IWG on Environmental and Propulsion Performance Requirements for Light vehicles (EPPR) 69th GRPE 5-6th June 2014

Geneva
Chair Petter ÅSMAN
Secretary Thomas VERCAMMEN
Background- ToR and mandate

- Priority to work under 1998 agreement but will also work under 1958 agreement
- Amend GTR No2 and develop new GTRs with respect to Environmental and Propulsion unit Performance Requirements
- Create synergies with 58th 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
January – June 2014

• 5th meeting in Geneva, 8 January
• 6th meeting in Tokyo, 12-14 February
  • Audio-Web meeting 15 April
  • Expert OBD and EVAP meeting 3rd June
• 7th meeting in Geneva 4th June
Topics to be covered by EPPR

• Environmental performance:
  • **Type I:** Tailpipe emissions test after cold start (revision);
  • **Type II:** Tailpipe emissions test at (increased) idle / free acceleration;
  • **Type III:** Emission test of crankcase gases;
  • **Type IV:** Evaporative emissions test;
  • **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.

• Propulsion unit performance:
  • 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.
Structure of comming proposals

- New GTR (work in progress)
  - Evaporative emissions
  - Crankcase emissions
- New GTR (work in progress)
  - OBD
- GTR 2 amended including
  - Test type I (work have started)
  - Test type II (Idling)
  - Test type VII on Energy efficiency (CO2, FC& Range)
Evaporative and crankcase emissions

- !EPPR-07-04! = working draft GTR, version 1
- Number of issues identified:
  - Many recent amendment proposals
  - Several detailed issues, e.g. temperature unit correlation (°C – K)
  - Biggest open issue remains durability of evap control system
- Crankcase: Revised proposal (EC+JPN) with placeholder
- Scope:
  - Priority: 2-wheel gasoline motorcycle + moped.
  - Later: 3-wheel, hybrid + possibly other fuel types
- Target to propose GTR as informal document to next GRPE
- Proposal for draft GTR by European Commission (Dec 2013)
- Comments / counterproposal by Japan, China and India
- Expert group created, 3 meetings since Jan 2014
- Not yet ready to introduce a ‘EPPR working draft GTR’
- Need to solve first following conceptual open issues:
  - Malfunction Indicator – Activation Criteria:
    - EC: emission and/or torque reduction thresholds
    - Others (JPN, CHN, IND): malfunction activation upon set and confirmed diagnostic trouble code
    - EC compromise proposal to implement both options in GTR
      - This compromise is red line for EC
      - Other stakeholders need more time reflecting on this red line
  - Japan proposal for fuel system monitoring (if closed-loop emission control fitted):
    - Open questions by stakeholders
    - JPN to provide group with actual text proposal
- Scope: Priority to 2-wheel motorcycle. Later 3w-mc
- Target to have first version of ‘EPPR working draft GTR’ by Autumn 2014.
More details

• June 4th update: document **EPPR-07-26e**

• All discussion documents:  
  https://www2.unece.org/wiki/display/trans/EPPR+7th+session
Draft Roadmap

• November 2012: 158th session of WP.29 – agreement on establishment of informal working group by adoption of the mandate regarding environmental and propulsion performance requirements for L-category vehicles.

• January 2013: 1st meeting of the EPPR informal working group. Review and adoption of the Rules of Procedure and Terms of Reference.

• June 2013: GRPE (66th session) meeting of the EPPR informal working group. Presentation of draft final roadmap and related programme management items to GRPE submitted for adoption.

• November 2013: 158th session of WP.29, adoption of GRPE decision regarding the final roadmap and related programme management items.

• 2013-2016: meetings of the working group, regularly reporting to GRPE and the Administrative Committees (AC 1 and AC 3)

• January 2016: Present a final report as an informal document to GRPE

• 2016: possible adoption of UN Regulation(s) and Global Technical Regulation(s)
Roadmap

- EPPR IWG
- ToR/ Roadmap
- Evap test (L1/L3)
- OBD (L3)
- Type I (L1/L3)
- Crankcase (L1/L3)
- Test type II (L1/L3)
- Durability (L1/L3)
- Energy efficiency (CO2/FC/Range) (L1/L3)
- Inclusion of 3-Wheelers
- Propulsion unit performance (Vmax, Power, Torque)

2013 - 2017

- 1st
- 2nd
- 3rd
- 4th
- 5th
- 6th
- 7th
- 8th
- 9th
- 10th

Informal doc incl tech report to GRPE
Adoption by GRPE
Future meetings EPPR

- Audio-web conferences: June- October TBD
- 8th meeting: 14-16 October 2014, Location TBD
- 9th meeting in Geneva, January 2015 (TBC)