Report from IWG on Environmental and Propulsion Performance Requirements for Light vehicles (EPPR)
72nd GRPE 13-15th January 2016

Geneva
Chair: Adolfo PERUJO
Secretary: Thomas VERCAMMEN
Outline

• Background
• State of play
• New GTR on Evaporative emissions and crankcase gases
• State of play for New GTR on OBD
• State of play for amendments to GTR 2
• Roadmap
• Next meetings
• Secretariat
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
• Extended at WP29 Jun 2015 (2016 to 2020)
Timing within EPPR mandate

• 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)
• June 2015: Extension of the mandate to 2020
• January 2016: GTR on evaporative and crankcase emissions
• 2016: possible adoption of Global Technical Regulation
Past meetings EPPR

• 12th meeting in Brussels, 8th-10th September 2015
• 13th meeting in Brussels, 26-27 Nov 2015 (TELCO)
• 14th meeting in Geneva, 12 January 2015

• Monthly phone/web meetings
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 coming proposals

• New GTR (informal document June 2015 & working document January 2016)
  • Evaporative emissions
  • Crankcase emissions
• New GTR (working document schedule for June 2016)
  • OBD
• GTR 2 amended including (tentative informal document for January 2017)
  • Test type I (work have started)
  • Test type II (Idling)
  • Test type VII on Energy efficiency (CO2, FC & Range)

→ GTRs to be transposed into UN Regulations
Evaporative and crankcase emissions

• *Formal GTR proposal: ECE/TRANS/WP.29/GRPE/2016/2* - (Informal Working Group on Environmental and Propulsion Performance Requirements (EPPR)) Proposal for a new global technical regulation on the measurement procedure for two- or three-wheeled motor vehicles equipped with a combustion engine with regard to the crankcase and evaporative emissions

• Combined with the
  • final draft Technical Report: GRPE-72-06
  • Several open points resolved and Informal Document GRPE-72-13
OBD-I

- Revised proposal for draft GTR by European Commission (Dec 2015)
- Amendment proposals by Japan. (Jan 2016)
- Review and proposals by contracting parties by Feb 5, 2016

→ Target to propose GTR as working document to next GRPE
Amendments to GTR 2

• Proposal from EC for GTR 2 revision 1 (clean document).
• IMMA started comparing clean document with current GTR2, so that the differences are clear
Tentative proposal for Phase II (from 2016 and beyond)

- GTR on Evap and Crankcase
  - Develop Crankcase test (L1/L3)
  - Amend GTR on Evap and Crankcase for 3-wheelers
- GTR on OBD
  - Amend GTR on OBD UN Stage I for 3-wheelers
  - Amend GTR on OBD UN Stage II for (L3)
- GTR 2
  - Amend GTR 2 for 3-wheelers (conventional propulsion)
  - Amend GTR 2 for electric range and consumption
- New GTR on durability (L1/L3)
- New GTR on PuPPR(Vmax,Power, Torque) (L1/L3)
- Transposition of GTRs into UN regs
EPPR Roadmap

- EPPR IWG
- ToR/ Roadmap
- GTR Evap incl crankcase req
- GTR OBD UN Stage I (L3)
- GTR 2 : Type I, II VII (CO2/FC) (L1/L3)

Topics for 2nd phase:
- Amend GTRs for 3/wheelers
- Crankcase test (L1/L3)
- Durability (L1/L3)
- GTR OBD UN Stage II (L3)
- Electric range and consumption (L1/L3)
- Propulsion unit performance (Vmax, Power, Torque)
- Development of UN Regulations

Year GRPE-meetings
- 2013
- 2014
- 2015
- 2016
- 2017
Future meetings EPPR

- 15th meeting in Ispra, 03-04 March 2016
- 16th meeting in Geneva, June 2016, full day requested, date tbc
- 17th meeting October, 2016 (tbc)

- Monthly audio-web conferences in 2016, see EPPR-14-19-Rev2e
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Web page for the EPRR IWG:
https://www2.unece.org/wiki/pages/viewpage.action?pageId=5800520