



Transposition of GTR15 (WLTP) into UN Regulations

Update from WLTP Transposition Task Force



Background

Transpose GTR15 into UNR using model proposed by UNECE secretariat:

- Harmonised Level 2 to be introduced by the 01 series of amendments to a new 'UNR WLTP' regulation
 - Contains most stringent limits from across all regions
 - Subject to full mutual recognition: TA shall be accepted by all CPs
- Regional levels (Level 1a, 1b etc.) in the original version (0 series of amendments) of new 'UNR WLTP'
 - Contains regional level requirements
 - Optional acceptance by other CPs
- Transposition Task Force set up
 - Europe, Japan, OICA, IWVTA, IWG and UNECE secretariat representatives
- New UNR WLTP to only include elements developed and agreed by WLTP IWG (i.e. would not include the EU ATCT test)
 - NB: can't include ATCT (for example) in only the EU Level 1a, as that would mean that Level 2 is not the most stringent level



Transposition Route – January 2017 (superseded)

For purposes of completeness this slide and the next provide details of the previously proposed route for transposition – which has now been superseded

- At 74th GRPE the working assumption was for the WLTP transposition to be through a new UNR WLTP (with regional levels and a top level) and a new UNR 999.
 - UNR 999 would be used by Europe, but not Japan, and would cover all the EU requirements that are not included in GTR15 and the EVAP GTR (i.e. Type 2, 3, 5 & 6 tests, OBD, ISC, ATCT, RDE etc.)
- Concerns relating to the UNR 999 element have been raised as follows:
 - When UNR WLTP comes into force the EU would have to leave UNR 83 which would mean that manufacturers would not be able to gain approvals for export to non-EU countries that do not require WLTP
 - UNR 999 would eventually 'die', as its contents would eventually be covered by UNR WLTP – through Phase 2b work. Why develop a new short-lived regulation?

Potential solution to enable Europe & non-EU contracting parties to issue approvals against the 1958 Agreement

New 'Regulation WLTP'

Regulation WLTP
Level 2

Regulation WLTP
Regional Level 1a

Regulation WLTP
Regional Level 1b

Etc.

Type 1 test only

New 'Regulation 999'

'Empty' regulation with x-refs to equivalent parts of R.83*

Type II test (Carbon monoxide emission test at idling speed)

Type III test (Verifying emissions of crankcase gases)

Type IV test (Evaporative emissions)

Type V test (Durability of pollution control devices)

Type VI test (Cold start at low ambient temperature)

Annex XI - OBD

Superseded

- EU would sign-up to both new regulations
- Non-EU contracting parties only need to sign-up to Reg. WLTP

- When the GTR15 adds new tests (e.g. Evaporative emissions) 'Reg. 999' will 'shrink' as 'Reg. WLTP' 'grows'

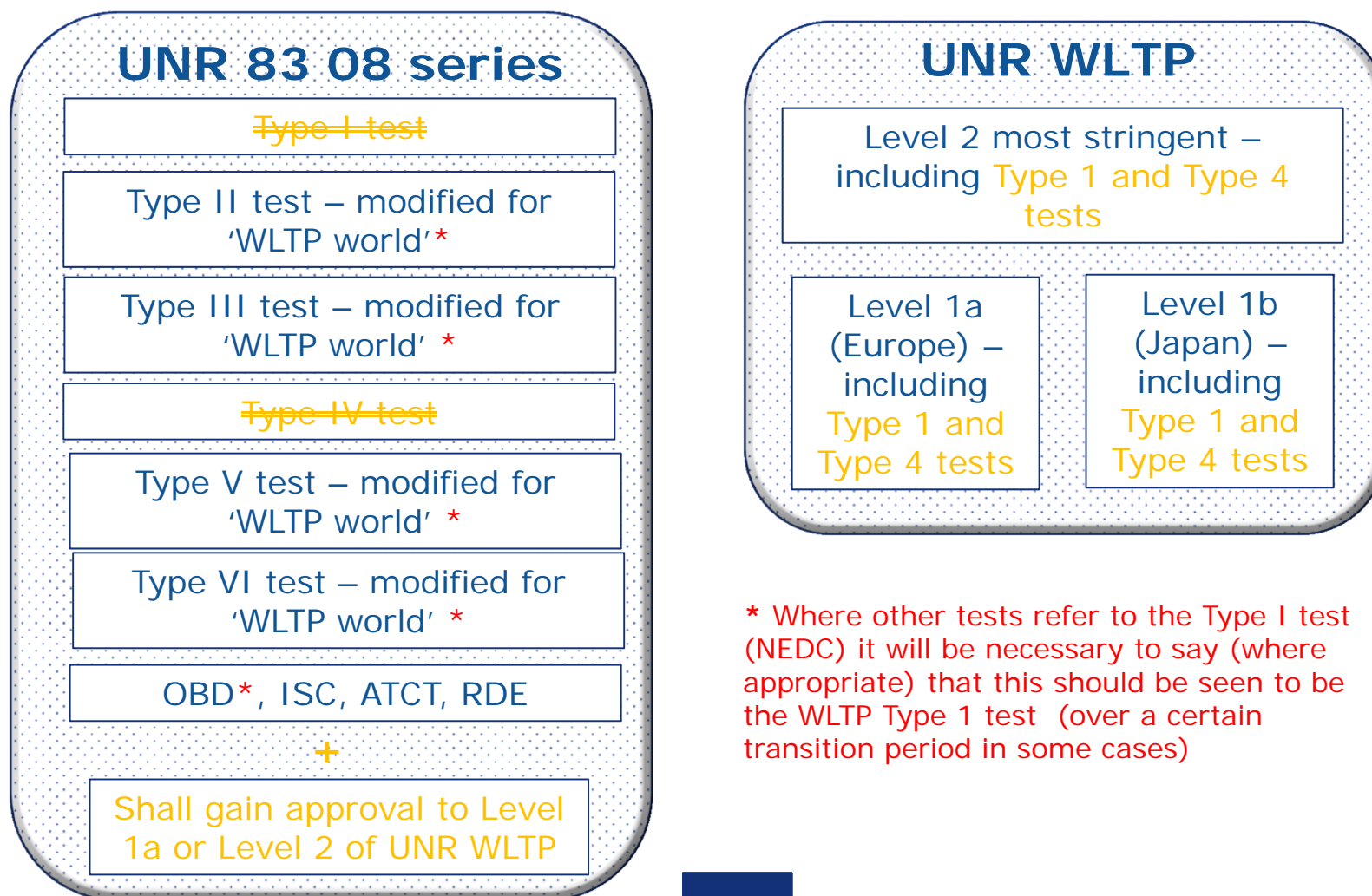
* Where other tests refer to the Type I test (NEDC) it will be necessary to say (where appropriate) that this should be seen to be the WLTP Type 1 test (over a certain transition period in some cases)



Alternative Transposition Route – May/Jun 2017

- Instead of UNR 999 introduce a new 08 series to UNR No. 83
 - To be a 'copy and paste' of EU-WLTP (with Type 2, 3, 5 & 6 tests, ISC, OBD, ATCT, RDE etc.)
 - In order to gain an approval to UNR83 08, an approval to UNR WLTP shall also be obtained to cover Type 1 and Type 4 test requirements
 - Introduce at same time as UNR WLTP
 - As and when GTR15 and UNR WLTP add new tests (e.g. Durability) 'UNR 83 08 series' will 'shrink' in volume. NEDC based test will be deleted in UNR 83 (08 series) and a new 09 series created.
 - Same principle when other NEDC tests are replaced by the more stringent WLTP equivalents in UNR WLTP. The new series of amendments will therefore remain as the most stringent.
 - Would enable EU to remain as a Contracting Party to UNR No. 83
 - EU would be a CP to UNR No. 83 and UNR WLTP. Japan would be a CP to UNR WLTP

Schematic of 'new' transposition route





Alternative Transposition Route – May/June 2017

- Principle to introduce a new 08 series of UNR 83 agreed by Task Force (30th May 2017) + endorsed by UNECE secretariat
- Further discussions needed on IWVTA (Universal v. Limited)
- Separate or combined regulations to follow separate or combined GTRs – **for discussion at GRPE**
 - New proposal combines GTR15 and EVAP GTR into a single UNR
 - At what point would UNR WLTP become physically too large to work with?
 - Do we have separate Regulations for the tests that are not harmonised across all regions (e.g. low temperature test)?
- Discussions held at IWG#19 regarding In Service Conformity
 - Scope of 1958 agreement
 - How to include in new Regulations? Link to IWVTA discussions.



Summary / Next steps

- Seek approval from 75th GRPE for the proposed route
- Discuss and confirm how the route would work under IWVTA
 - Task Force representative to attend the next IWVTA session in Madrid (16th June 2017)
 - IWVTA Ambassador to GRPE – replacement needed for participation in the Task Force
- Prepare and finalise structures for UNR WLTP (Level 1 & Level 2) and UNR 83 08 series
- Agree details for stringency levels (e.g. limits, ref. fuels, etc.)
- Develop detailed regulatory texts



Summary / Next steps

- Further meetings of Task Force needed to work on the details
- Current IWG route map has submission of Working Documents for January 2019 GRPE (i.e. delivery to UNECE in October 2018)
- UNECE secretariat reminder → WP.29 will adopt a new series of amendments to Regulation 0 (IWVTA) at each November session. This means that UNR WLTP documents for inclusion would need to be adopted at June GRPEs, otherwise a full year could be lost.



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