



Informal paper describing a proposed Amendment to UN Regulation 101 (Fuel and Energy Consumption and Emissions of CO₂)

Background (1):

- **GTR 15 (WLTP) has now reached a level of maturity and has been or is being transposed in a number of Contracting Parties.**
- **WLTC (the driving cycle described in GTR 15) was developed to represent average driving conditions by considering real driving data from many regions of the world. It is therefore generally considered acceptable to demonstrate compliance with regionally applicable limits for criteria emissions.**
- **Therefore, ahead of the availability of WLTP in a UN Regulation, some Contracting Parties and other regions and Countries may be prepared to accept an EU issued approval to WLTP based Euro 6 for this purpose.**
- **However, although WLTC may deliver an improvement in terms of representativity in terms of fuel and energy consumption and CO₂ emissions, the transposition from NEDC to WLTC for vehicle labelling and taxation may require more planning and therefore longer lead-times.**

Background (2):

- In order to manage the transposition from NEDC to WLTP in its Fleet CO₂ legislation, the EU developed a concept of correlation between the two cycles.
- This correlation has to be individually established for each vehicle concept.
- The first stage of this correlation in the EU is a calculation using a centrally available tool (CO2MPAS)
- If this calculation does not confirm the manufacturer's declaration for NEDC CO₂ emissions, a physical test is performed (often referred to as NEDC 2).
- In order to reduce the burden to manufacturer's, and to provide consistency in the interpretation of existing (NEDC) legislation, the road loads for both the calculation and the test (where applicable are calculated from those derived for the WLTP test.
- This road load calculation includes elements which account for differences between NEDC and WLTP road load determination and also the interpolation concept from GTR 15.

Proposal:

- **OICA proposes to permit the measurement of fuel and energy consumption and CO₂ emissions using road loads which are calculated according to the method used in EU correlation.**
- **This should include the interpolation of road load values as described in GTR 15.**
- **For clarity, OICA does not propose the acceptance of values calculated by the CO2MPAS tool in UNR 101.**
- **If this concept is seen positively by GRPE 78, OICA will compose a working paper containing the relevant details which could be adopted at GRPE 79 (May 2019)**