

Report from IWG on
Environmental and Propulsion
Performance Requirements for
Light vehicles (EPPR)
68th GRPE 9-10th January 2014

Geneva

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ToR and mandate

- Priority to work under 1998th agreement but will also work under 58th agreement
- Amend GTR No2 and develop new GTRs with respect to Environmental and Propulsion 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

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 focussing 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 / counterproposal by Japan
- Expert group created, 1st 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