

Soak before pre-conditioning

Current text:

2.6.5.1.3. Soak before preconditioning (precond-soak)

2.6.5.1.3.1. Before preconditioning, Pure ICE vehicles shall be kept in an area with ambient conditions as specified in paragraph 2.6.1.2. of this annex for a minimum of 6 hours and a maximum of 36 hours before preconditioning. This time shall be referred as $t_{\text{precond-soak}}$

Proposal:

At the request of the manufacturer, and with the approval of the responsible authority, the soak before preconditioning may be omitted if the manufacturer can justify that this soak will have negligible effects on the criteria emissions. As an example, the effects on the criteria emissions may be non-negligible in the case that the vehicle has an aftertreatment system that uses a reagent.

Chassis dynamometer coefficients

Current text:

2.4.2. The chassis dynamometer coefficient A^*_d , B^*_d and C^*_d from a chassis dynamometer in a different test cell at 23 °C may be used as a basis for the setting of the chassis dynamometer at the temperature of -7°C, as specified in paragraph 2.4.1. [In this case the setting shall additionally be corrected for the difference in the parasitic loss coefficients of the respective chassis dynamometers.]

Latest proposal by Japan to replace the text in brackets:

This shall only be allowed if the manufacturer provide evidence of the chassis dynamometer equivalency upon initial testing and after major maintenance.
(i.e. single or twin, within [10N] @ 80km/h)

Proposal (based on what Japanese government is currently requiring):

This shall only be allowed if the manufacturer has demonstrated equivalency between the respective chassis dynamometers and if parasitic losses between the respective chassis dynamometers have been taken into account (e.g. if they are compensated by the dynamometer control system). The equivalency shall be demonstrated on the same vehicle and under the same test conditions within an accuracy of $\pm[5\%$ or ± 10 N, whichever is the smallest] on all reference speed points, and shall not have a systematic deviation. This demonstration shall be repeated after major maintenance on either of the chassis dynamometers.

Propose to start paragraph 2.4.2. with:

“At the request of the manufacturer and approval of the responsible authority, ...”