

Draft minutes
5th EPPR Informal Working Group Meeting, 8 January 2014
Geneva, Switzerland

1. Welcome and introduction

2. Adoption of the draft agenda

No comments, adopted

3. Draft Minutes of the 4th meeting and operational conclusions from phone meeting on 20th Dec 2013

- Document 04-13 was adopted No comments, adopted
- Document 05-13 summarised the discussions of both the phone meeting on 20th Dec 2013 and the OBD expert meeting on 7th Jan 2014. This document was introduced under agenda item no.6.

4. Report on EPPR Terms of Reference and Rules of Procedure and EPPR mandate from GRPE

- The Chair informed that the ToR and RoP were adopted at WP29 of Nov 2014.

5. Contributions from stakeholders

(up-date of state-of-play or plans for coming regulations from contacting parties)

- The representative of USA gave an oral update of the CARB red/green off-road initiative and agreed to provide a more in depth presentation at one of the coming meetings, following a request by the Chair.
- The representative for Europe from the European Commission (EC) explained that the schedule for the new regulation process was maintained, and the delegated acts incl. the REPPR were expected to be published in the EU Official Journal within the 1st quarter of 2014. The administrative provisions (RAR) are still in draft stage. Target is to have adoption by EU MS beginning of April.
- The EC invited stakeholders to send in any errors found, which will be corrected in due time.

6. Proposals for new or amended GTRs and/or UN Regulations with regard to EPPR.

a. Proposals for new GTR on Evaporative emissions (Test type IV) and Crankcase (Test type III)

- Following the discussions during the phone meeting on 20th Dec 2013, the secretary provided a status update by introducing slides no. 2-3 of document 05-13.
 - o Document 05-08 was a revision of 04-06 (original draft proposal by EC). It contains:
 - Some editorial changes and changes of references
 - Adoption of some of the proposed changes by Japan (cfr. document 05-05).
 - o Japan had introduced document 05-05 (see more details below).
 - o India had presented preliminary comments and questions (cfr. document 05-11):
 - Suggestion to promote class C as principle test, A and B as alternative and aligning the wording with GTR2
 - EVAP durability procedures/options
 - Fuelling system tightness - Reference to standards.
 - Bi-fuel vehicles
- India announced a full review of the proposal by mid-January 2014.
- Document 05-05 by Japan:
 - o This document was based on the part for evaporative emissions testing of document EPPR-04-06e (original proposal for GTR by EC). And Japan inserted concrete proposals for amendment of the part with general requirements and the part for the SHED test. Explanation and justification was provided in the sideline of the document.
 - o Japan requested more time to study the provisions for hybrids and proposed to put the relevant sections in square brackets. This proposal was accepted by the group.
 - o Proposal to make the fixed DF for the canister a regional option was rejected by EC and IMMA.

EC explained this was part of the EU proposal as the introduction of requirements for evaporative emissions was considered as a major step forward. The impact of the deterioration of canister performance will be studied. The alternative of a fixed DF was introduced as a viable, cost-effective solution coherent with existing legislation in the field of evaporative emissions.

IMMA said if each Contracting Party could choose, this would lead to disharmony.

- Proposal to clarify the number of test cycles in §4.2.2. Accepted by EC.
 - Proposal to align the classification of the table in §4.2.3 with CARB requirements. Accepted by EC.
 - Proposal to align the text in §4.3.1.6 with CARB requirements. Accepted by EC.
 - Proposal to add a definition of non-exposed fuel tank in §4.3.1.6. EC could agree to insert a definition, but suggested to move this to section B.1 paragraph 3 (list of definitions)
 - Proposal to add 'CARB method' as alternative procedure ('B') for canister bench ageing. EC will review and might accept procedure as alternative to the methods using a DF or the rapid ageing test of evap control components, i.e. cycling of carbon canister with test fuel
 - Question why the classification for number of bench ageing cycles (300) was not in line with the EU-REPPR. EC replied that the 300 cycles apply for L3e motorcycles but that owing to a mismatch in classification between the EU and UN S.R.1 it needs to be further assessed and discussed how this can best be addressed.
 - Proposal to delete the annex for family definition and administrative provisions, because not relevant for GTR. Rejected by EC as this is deemed important to reduce burden of test on vehicle manufacturers as well as admin burden on administrations of contracting parties.
- As a practical way forward, the secretary explained that issues would be put in an Excel sheet, allowing comparison and color labelling according to priority.

b. Proposals for new GTR on OBD (Test type VIII) and result from expert meeting 7 Jan 2013

- Following the discussions during the phone meeting on 20th Dec 2013, and the OBD expert meeting 8 Jan 2014, the secretary provided a status update by introducing slide no.4 of document 05-13.
 - Structure/table of contents of EC proposal (document 05-09) was introduced and briefly discussed.
 - Document 05-09 was a revision of 05-02.
 - EC gave detailed introduction on the part on functional OBD (annexes not yet).
 - EC asked if stakeholders wanted to harmonise both functional and environmental OBD
 - Comments by Japan were presented and discussed. More details, see below.
 - It was agreed to separate OBD-II in a separate document and to discuss this at later stage.
- Comments by Japan were presented again and discussed, see document 05-10-rev 1:
 - OBD emission Threshold Limits (OTLs):
 - Japan is in favour of failure detection and subsequent direct MI activation without verification of emission relevance. No need for OTLs. Instead: Fuel system monitoring.
 - EC asked Japan's view on performance criteria, if there would be no OTLs. EC explained that some detected failure symptoms have very limited or no effect on emissions because of the way of construction, or because of chosen default mode by the manufacturer. This is the reason why EU choose for OTLs in order to allow the manufacturer to demonstrate and prevent unnecessary MI activation.
 - Engine Torque Reduction default mode- Functional Safety
 - Japan suggested to delete the concept of Engine Torque Reduction mode. Functional Safety is not appropriate to discuss at GRPE. Japan noted that initial discussion about safety aspects for the whole vehicle should take place at the relevant GR before discussing specific functional safety matters like Torque reducing default mode.
 - EC explained it is too early to talk about Functional Safety but that a torque limiting default mode is very relevant for 2-wheeled vehicles for reason of stability. Application of torque limiting default mode is inherently related to the introduction of (environmental) OBD.
 - The chair agreed that functional safety is out of scope of GRPE, but suggested that general discussions can be discussed in the group specifically on the torque limiting default mode. A similar discussion took place for UNECE R49 (emission regulation for Heavy Duty), which has requirements on NOx control with a creep mode as final step.
 - Repair and Maintenance Information (RMI)
 - Japan suggested to propose to drop this from gtr discussion

- EC explained their proposal includes a section on access to OBD which is copied from R83-Annex 11. These are no real RMI requirements, but requirements for the interface to access OBD information. EU's position for OBD is that this is important for efficient and effective repair and maintenance, including information needed for tool manufacturers.
- Scope:
 - Japan explained they only consider L3e vehicles (2-wheel motorcycles) with gasoline/spark ignited engine for their domestic regulation.
 - EC agreed to focus in first instance on 2-wheel motorcycles, but would like also to cover and discuss three-wheeled vehicles and other propulsion unit types and fuels. EC asked Japan how OBD for 3-wheelers will be implemented domestically.
 - IMMA supported to focus initially on 2-wheel motorcycles (MCs) with gasoline/spark ignited engine.
- China explain that 27 million MCs are produced per year domestically. Most of them still use carburetor technology so far, but a Euro 4 emission standard is on the way, likely to be enforced from 2017. Under the new standard fuel injection should be used. China is concerned however that the proposed OBD-I is initially imposing too high a burden to manufacturers. China would like to encourage the introduction of fuel injection technology as much as possible; they do not want to complicate things. China supports the Japanese proposal establish a more simple OBD-I e.g. without engine torque reduction mode. China would introduce these for L1 . L5 categories. Germany understood that the discussion is complex regarding the scope, and said that other than L3 vehicles should not be excluded. Specifically for OBD, Germany supports the proposal issued by EC.

c. Proposals for revision of GTR 2 (Test type I, II, VII)

- EC issued proposal, including test type V (durability), see document 05-04.
- The Chair suggested to reserve some time in the agenda for Tokyo and create a similar Excel sheet as for OBD and EVAP.

d. Other proposals

- No other proposals available

7. Roadmap and project planning

- The Chair said the agreed target remains to have by end of April a document for EVAP and OBD.

8. Next meetings

- 6th EPPR meeting will take place in Tokyo, 12-14 Feb 2014
For practical details, see documents 06-01 and 06-02.
The chair proposal to dedicate one day for an OBD expert meeting. Japan and EC supported that.
- A phone meeting would be organized end of January or the 1st week of February 2014, before the meeting in Tokyo.
- 7th EPPR meeting will take place in Geneva, beginning of June 2014
- Need for meetings, and in what form (face-to-face) between February (Tokyo) and June, can be discuss and decided at the meeting in Tokyo.
- Another meeting will be scheduled in autumn of 2014. The Chair explained that Brussels is a possibility, but invited others to volunteer for the coming meetings.

9. Summary and conclusions

- See Informal document No. GRPE-68-24

10. A.O.B

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