

Japan's proposal on evapo \dot{E} gtr

12 Feb 2014

- Evapo scope
- Amendment proposal



**Ministry of the Environment(MOE), Japan
&
Ministry of Land, Infrastructure,
Transport and Tourism (MLIT), Japan**

Japan proposal to the EPPR

Proposal ① Table B.1.-1:
Scope with regard to
propulsion unit

⇒ **Propose to give first priority to L1/L3 with gasoline vehicles.**

Hybrid vehicles & bio fuel vehicles will be considered later.

Rationale: already agreed on priority of the category and gasoline fuel discussion

Japan proposal to the EPPR

Propasal②Annex3.3-2.3

Test fuel

The appropriate test fuel, as defined in Annex B6.2. to Revision 1 of GTR No 2, shall be used.

⇒ **Use of the test fuel defined in each country could be allowed.**

Rationale: E5 fuel is supposed to be used in Annex B6.2, but the situation of fuel in market is different from country by country

Japan proposal to the EPPR

⇒ It should be clearly explained the rationale for the fixed DF (0.3) of evaporative emissions.

Rationale: Fixed DF for evaporative emission is new for us, therefore we would like to have some evidence at least.

Japan proposal to the EPPR

Amendment proposal ① Annex 3.3-4.2.3

The vehicle is parked in the test area for the minimum period stated in Table B.3.3-1.

Engine capacity	Minimum (hours)	Maximum (hours)
Ö169cm ³	6	36
170 cm ³ < engine capacity Ö279 cm ³	8	36
> 280cm ³	12	36

⇒

Engine capacity	Minimum (hours)	Maximum (hours)
<170cm ³	6	36
170 cm ³ Ö engine capacity < 280 cm ³	8	36
≧ 280cm ³	12	36

Rationale: There is no rule for displacement indication of round up or off in GTR, the continuity of numbers are necessary.

Japan proposal to the EPPR

Amendment proposal ② Annex 3.3-4.3.1.6

(b) a linear heat build of 13.3 K or 20 ± 0.5 K over a period of 60 ± 2 minutes shall begin. The temperature of the fuel and fuel vapour during the heating shall conform to the function below to within ± 1.7 K, or the closest possible function as described in **4.4.3** :

⇒ (b) a linear heat build of 13.3 K or 20 ± 0.5 K over a period of 60 ± 2 minutes shall begin. The temperature of the fuel and fuel vapour during the heating shall conform to the function below to within ± 1.7 K, or the closest possible function as described in **3.4.3** :

Rationale: seems typo

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Amendment proposal ③ Annex 3.3-4.3.1.6

For exposed type of fuel storage tanks:

Equations B.2.3-1

$$T_f = 0.3333 \cdot t + 288.5 \text{ K}$$

$$T_v = 0.3333 \cdot t + 294.0 \text{ K}$$

⇒

For exposed type of fuel storage tanks:

Equations B.2.3-1

$$T_f = 0.3333 \cdot t + 288.7 \text{ K}$$

$$T_v = 0.3333 \cdot t + 294.2 \text{ K}$$

Rationale: from Annex 3.3 - 4.3.1.5 as shown below

4.3.1.5.4

The fuel and vapour may be artificially heated to the starting temperatures of 288.7 K (15.5 °C) and 294.2 K (21.0 °C) ± 1 K respectively.4

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Amendment proposal ④ Annex 3.4-2.1.3

The test canister shall be loaded each time to 2000 ± 100 mg breakthrough detected by:

⇒ To set the tolerance to 2000mg which defines the state of the breakthrough has no meaning. It should be defined “2000mg or more”.

Rationale :

It should be defined “2000mg or more”.

It would be enough to specify the maximum amount of breakthrough without having any tolerance of ± 100 mg, since the purpose is to check canister would be filled with gasoline

Japan proposal to the EPPR

Amendment Proposal ⑤ Annex 3.5-2.3

Calibration and hydrocarbon retention test of the chamber

The calibration and hydrocarbon retention test in the chamber provides a check on the calculated volume in point 2.1. and also measures any leak rate.

⇒ Calibration and hydrocarbon retention test of the chamber

The calibration and hydrocarbon retention test in the chamber provides a check on the calculated volume in point 2.1.1 and also measures any leak rate.

Rationale: seems typo