

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

3 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.**

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.**

Japan proposal to the EPPR

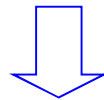
⇒ **It should be clearly explained the rationale for the fixed DF (0.3) of evaporative emissions.**

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)
$\leq 169 \text{ cm}^3$	6	36
$170 \text{ cm}^3 < \text{engine capacity} \leq 279 \text{ cm}^3$	8	36
$> 280 \text{ cm}^3$	12	36



Engine capacity	Minimum (hours)	Maximum (hours)
$\leq 170 \text{ cm}^3$	6	36
$170 \text{ cm}^3 < \text{engine capacity} \leq 280 \text{ cm}^3$	8	36
$\geq 280 \text{ cm}^3$	12	36

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** :

Japan proposal to the EPPR

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

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

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

See Annex 3.3-4.3.1.5 as below .

■ 4.3.1.5.␣

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.␣

Japan proposal to the EPPR

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”.

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.