

**UPDATE EPPR**

**04.06.2014**

**EPPR-07-xy documents, overview:**

EVAP :            *04, 05, 06, 08, 10, 11, 12, 13, 18, 19, 20, 22, 24*

Crankcase:    *09*

OBD:            *14, 15, 16, 17, 21, 25*

# EVAP

- **!EPPR-07-04!** = **working draft GTR version 1** = EPPR group document based on proposal by the EC and amendment proposals by other stakeholders
- Open issues (administration):
  - LIST (Tokyo) [07-05](#)
  - task list (telco 15 April 2014)
  - Marked in yellow in draft GTR + comments in sideline
- Open issues (Status update):
  - Test hierarchy ('Class A-B-C') : Needed to clarify the wording → proposal EC + India: [07-24](#)
  - Test fuel (E0-E5-E10): JPN test results [07-18 + 07-19](#)
  - Durability
    - Introduction (part B.3, section 4): amendment proposal [07-08](#) (Secr. + EC), [07-22](#) (IMMA)

- Bench ageing procedures
  - CARBON CANISTER AGEING
    - EC: proposal loading-purging cycling procedure
      - [300 cycles] → amendment proposal IMMA [07-22 page 2](#)
      - definition of breakthrough / accuracy of test equipment → AGREED
        - [07-10](#) (EC) (= [07-11](#), [slide #5](#) (JPN)) + [07-22](#) (IMMA)
    - Japan: proposal to add established CARB bench ageing procedure
      - EC ([07-12](#), [3<sup>rd</sup> bullet](#)) wondering if new OHRV procedure [07-13](#) should be considered
  - OTHER EVAP CONTROL COMPONENT AGEING REQUIREMENT  
[5000 cycles] deleted in revised proposal by EC: [07-12](#), [4<sup>th</sup> bullet](#)
- Fixed DF
- Family concept
  - Generally accepted
  - Detailed comments and questions by JPN ([07-11](#), [slide #6](#)) and IMMA

- Reference to International standards
    - [07-12e, 1st bullet](#) (EC)
    - *Fuel system tightness: proposal [07-22](#) (IMMA)*
    - *Class B (permeation test), reference to established SAE J30 and SAE J2260*
  - Administrative provisions (Annex B.3.7):
    - Not discussed so far
    - Stakeholders to provide feedback, if any
  - Others:
    - Scope (proposal chair & secretary)
    - definitions (non-exposed fuel tank) [07-20](#) (JPN)
    - temperature unit correlation (°C – K) [07-11, slide #3-4](#)
    - fuel heating procedure (SHED) – JPN comments [07-11, slide #2](#)
  - Next steps:
    - Members to review latest proposals
    - Secretary to prepare working draft GTR\_v2
    - Continue discussion at telco and Autumn meeting
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# OBD

- Proposal EC: [EPPR-06-14e](#)
- Open Issue list (Tokyo): [EPPR-06-21e](#)
- Some open Issues discussed at expert meeting, 3 June 2014:
  - Performance criteria for MI activation  
Compromise proposal EC:
    - [07-21\(EC\)](#)
    - Comments JPN ([07-17](#)) and others
      - Green: ok!
      - Yellow : need to discuss/clarify
      - Red: not agreed
    - Actual proposal EC [07-14](#) + revision after stakeholder comments [07-25](#)
  - Fuel system monitoring [07-15](#) (JPN)
    - Document provided some further clarification to the group
    - Oral clarification that this applies only to vehicles with closed loop fuel/emission control
    - Lack of clear pass-fail criteria (question EC)
    - JPN committed to provide detailed regulatory text proposal, in order for the group to better understand and make judgement

- Administrative provisions
  - General acceptance of the concept
  - Comments JPN [07-16-Rev1](#):
    - Green: ok!
    - Yellow: need to discuss/clarify
    - Red: not agreed (split OBD-I and –II)
- To be discussed bilaterally with EC in the next weeks
  
- Family concept
  - General acceptance of the concept, though need to review after solving issues above
  - Detailed Comments/questions JPN (O<sub>2</sub> sensor) + IMMA (Gear ratio) + CHN
  
- Scope
  - Agreed to focus on L3
  - Later: add 3-wheel vehicles
  
- **Next steps**
  - Members to review latest input
  - Chair + Secretary to develop compromise ideas
  - Discuss at telco