

The EPPR IWG has a mandate to work both under the 1998 as well as under the 1958 Agreement. In 2013 the group decided on a structure of the work and the following 5 GTRs are under discussion:

- 1) Revision and update for technical progress of GTR No 2;
- 2) a new GTR regarding test types III and IV (crank case emissions and evaporative emission);
- 3) a new GTR on test type V (durability requirements of pollutant control devices);
- 4) a new GTR regarding on-board diagnostics;
- 5) a new GTR on propulsion unit performance requirements regarding harmonised test methods with respect to measuring the maximum vehicle speed, maximum torque and power of the propulsion unit.

Transposition of the 5 GTRs into UN Regulations is also within the scope of the mandate.

Scope:

The IWG has started to work on harmonized test procedures for two-wheeled vehicles equipped with conventional combustion engine technology first but the objectives also includes three- wheeled vehicles and other propulsion types in due course. It was decided not to cover light four-wheeled vehicles under the 98 Agreement but for the UN Regulations under the 58 Agreement this may be re-discussed.

Status update:

For the five GTRs and corresponding five UN Regulations draft proposals were submitted to the group, which are under scrutiny and assessment by the experts. The 10th meeting was held in Brussels from 18 – 20 Mar 15. 11<sup>th</sup> meeting will happen tomorrow 09<sup>th</sup> Jun here in Geneva

Progress has been made on two of the three priority subjects:

- the draft GTR on test types III ( evaporative emissions) and test type IV (crankcase emissions), and
- the draft GTR with regard to on-board diagnostics.

With respect to the GTR on test types III and IV, the group established a first draft earlier in 2014 and is now on the 6<sup>th</sup> draft version. Target is to submit a draft version as informal document to GRPE later this week, but still subject to debate and possible adoption by GRPE in Jan 16. Besides monthly conference calls the group considers to assign a drafting group with the task to finalise the text and to issue the technical report in September, still to be determined and agreed upon in 11<sup>th</sup> meeting.

Discussions on OBD continue are based on the draft proposal from the group and still a few important items have to be discussion and agreed upon. Target is to develop the draft GTR and to finalise it in 2015.

The discussions on amending GTR no 2 as third priority subject is complex. The group has been struggling with the high amount of text and finding time to tackle this important revisions, besides working on the 2 other priority subjects, mainly as a result of resource constraints. Priority has been given by the group to amend test Types I, II and VII and dedicate separate sections to the these topics requiring to change the current structure of the GTR with focus on two-wheeled vehicles. Owing to the size of the task and its complexity the group will continue with its work hopefully under an extension of the mandate.

Having reconsidered the original time plan, the group has realised that limited time is left for a high amount of work and therefore an extension of the mandate was tabled, discussed and will hopefully be finalised in the meeting tomorrow. The group also decided to monthly conference calls so as to attempt finalising the priority items.