



# EVE IWG 93rd meeting -online-

OICA input on HDV GTR

Further considerations on vehicle selection

# @ Vehicle selection proposal as of 3rd Dec 2025

Japan is not able to accept this option since this option has a potential concerns to collapse this regulation.

Additionally,

- Although the document contains descriptions regarding the Part A family, such references are not needed for UBE-certified measurements.
- It is unclear how the representative vehicle is to be selected from multiple Part B families exist.
- It is also unclear how the UBE values for vehicles other than the representative vehicle used for measurement are to be defined.

As a compromise solution, Japan would like to propose a modification to Option 1 like this.

Option1 ←  
[The vehicle selected to determine the UBE<sub>certified</sub> shall be a vehicle that results in the highest UBE within the Part B family.] ←  
At the request of the manufacturer with the approval of the responsible authority, another vehicle configuration can be selected to determine UBE<sub>certified</sub> if the manufacture provides the appropriate technical justification showing that the difference between measured UBE and the expected highest UBE within the Part B family is negligible. ←

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## New OICA Proposal

The vehicle selected to determine UBE<sub>certified</sub> shall be a vehicle that results in the highest **expected** UBE ~~within~~ **amongst** (out of) the Part B families

- **Expected:** no certified/determined UBE available in advance
- **Amongst & Families:** flexible but stringent enough for all contracting parties needs
- **Blue marked text:** redundancy to first sentence?
- **Option 2 (analogy to UN-R49) is still preferable**



# Option 2 still valid for OICA

*(GRPE-94-xx – UN GTR 25 amd1 WD track changes)*

## Option2

- ["Parent vehicle" means a vehicle selected from a Part B family in such a way that its battery durability characteristics will be representative for all Part B family members of a Part A family.]
- [Once the Part B families with a Part A family have been agreed by the responsible authority, the parent vehicle shall be selected using the primary criterion of the highest UBE among all the Part B families within a Part A family.]
- [The responsible authority may conclude that the vehicle configuration that results in the highest UBE within the Part A family can best be characterized by testing additional vehicles. This could be the case if a vehicle within the family incorporates other features which may be considered to affect the determination of the highest UBE. In such a case, the manufacturer shall submit the appropriate information to determine the vehicles within the Part B family likely to result in the highest UBE.]



# UN GTR25 timeline - Monitoring parameters

- Timeline: can the current timeline of GTR25 amendments be confirmed?
- Background:
  - Part c verification
  - OBM parameters to be defined
- If not: how is that affecting other UN/EU regulations