European Commission

Transposition of GTR15 (WLTP) into UN Regulations

Transposition Task Force Update

19th WLTP IWG Meeting

Geneva, 6th June 2017

Recap

Transpose GTR15 into UNR using model proposed by UNECE secretariat:

- Harmonised Level 2 to be introduced by the 01 series of amendments to a new 'UNR WLTP' regulation
  - Contains most stringent limits from across all regions
  - Subject to full mutual recognition: TA shall be accepted by all CPs
- Regional levels (Level 1a, 1b etc.) in the original version (0 series of amendments) of new 'UNR WLTP'
  - Contains regional level requirements
  - Optional acceptance by other CPs
- Transposition Task Force set up
  - Europe, Japan, OICA, IWVTA, IWG and UNECE secretariat representatives
- New UNR WLTP to only include elements developed and agreed by WLTP IWG (i.e. would not include the EU ATCT test)
  - NB: can't include ATCT (for example) in only the EU Level 1a, as that would mean that Level 2 is not the most stringent level

Transposition Route – April 2017 (superseded)

- At IWG#18 the working assumption of the Transposition Task Force was for the WLTP transposition to be through a new UNR WLTP (with regional levels and a top level) and a new UNR 999.
  - UNR 999 would be used by Europe, but not Japan, and would cover all the EU requirements that are not included in GTR15 and the EVAP GTR (i.e. Type 2, 3, 5 & 6 tests, OBD, ISC, ATCT, RDE etc.)
- Concerns relating to the UNR 999 element have been raised as follows:
  - When UNR WLTP comes into force the EU would have to leave UNR 83 which would mean that manufacturer's would not be able to gain approvals for export to non-EU countries that do not require WLTP
  - UNR 999 would eventually 'die', as its contents would eventually be covered by UNR WLTP – through Phase 2b work. Why develop a new short-lived regulation?

Alternative Transposition Route – May/Jun 2017

- Instead of UNR 999 introduce a new 08 series to UNR No. 83
  - To be a 'copy and paste' of EU-WLTP (with Type 2, 3, 5 & 6 tests, ISC, OBD, ATCT, RDE etc.)
  - In order to gain an approval to UNR83 08, an approval to UNR WLTP shall also be obtained to cover Type 1 and Type 4 test requirements
  - Introduce at same time as UNR WLTP
  - As and when GTR15 and UNR WLTP add new tests (e.g. Durability) 'UNR 83 08 series' will 'shrink' in volume. NEDC based test will be deleted in UNR 83 (08 series) and a new 09 series created.
  - Same principle when other NEDC tests are replaced by the more stringent WLTP equivalents in UNR WLTP. The new series of amendments will therefore remain as the most stringent.
  - Would enable EU to remain as a Contracting Party to UNR No. 83
  - EU would be a CP to UNR No. 83 and UNR WLTP. Japan would be a CP to UNR WLTP

Schematic of 'new' transposition route

UNR 83 08 series

- ~~Type I test~~
- Type II test – modified for 'WLTP world'*
- Type III test – modified for 'WLTP world' *
- ~~Type IV test~~
- Type V test – modified for 'WLTP world' *
- Type VI test – modified for 'WLTP world' *
- OBD*, ISC, ATCT, RDE

+

- Shall gain approval to Level 1a of UNR WLTP

UNR WLTP

- Level 2 most stringent – including Type 1 and Type 4 tests
- Level 1a (Europe) – including Type 1 and Type 4 tests
- Level 1b (Japan) – including Type 1 and Type 4 tests

* Where other tests refer to the Type I test (NEDC) it will be necessary to say (where appropriate) that this should be seen to be the WLTP Type 1 test (over a certain transition period in some cases)

Alternative Transposition Route – May/Jun 2017

- Principle to introduce a new 08 series of UNR 83 agreed by Task Force (30th May 2017) + endorsed by UNECE secretariat
- Further discussions needed relating to IWVTA (Universal v. Limited)
  - Current assumption – for discussion
    - ❖ UNR WLTP (Level 2) and UNR 83 08 Series → IWVTA (Universal)
    - ❖ Only UNR 83 08 Series or UNR WLTP (even if Level 2) → IWVTA (Limited)
- In Service Conformity
  - Discussions held in Task Force in relation to whether ISC is within the scope of the 1958 agreement
  - Potential implications for the IWG In Service Task Force

Next steps

- Present and seek approval from GRPE for the proposed route
- Confirm how the route would work under IWVTA
- Prepare and finalise structures for UNR WLTP (Level 1 and Level 2) and UNR 83 08 series
  - NB: Track progress of dual-axis dyno task force as the outcome will have implications for UNR WLTP & potentially UNR 83 08 series
- Agree details for levels of stringency (e.g. limits, reference fuels etc.)
- Develop detailed regulatory texts

Thank you for your attention

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