# Japan Positions on New Issues



| items | Proposals | JPN positions | Justifications | note |
|---|---|---|---|---|
| **Gear Shift** | WLTP-21-04e | **SUPPORT** | more robust description | |
| **Drive Trace Indices** | relax RMSSE criteria from 0.8 to 1.3 | **OPPOSE** | invalid ratio will not justify to relax the criteria since NTSEL and JAMA accept the criteria | set regional unique criteria if no agreement is reached |
| **Permissible Wind Speed** | make it more clear | stationary anemometer : keep current text with edditorial improvement and make it more clear for across vector wind requirement<br>on-board anemometry : accept Ford proposal with slight modification | | |
| **Extra Restriction of R/L and Interporation Family Definition** | set minimum range of test mass, RRC and ⊿Cd | **OPPOSE**<br>(keep as it is) | no solution for potential problem is expected and eliminate the flexibility of vehicle selection | test vehicle selection is under the manufacture control, so manufacure set their own criteria based on good engineering judgement |
| **Interporation Family Range** | modify threshold to 27g/km and accept 3g/km extention on both side | **OPPOSE but offer counter proposal** (please refer page_2) | 1. extension should be within range<br>2. improve practical usage of lower CO2 vehicles | |
| **Extension of Interporation Family Range (V_M)** | Extend Interporation Range by 10g/km when testing V_M | **SUPPORT** (please refer page_2) | same application of V_M expansion for ICE and electrified vehicles | |
| **Ki Determination** | edditorial improvement | should go to **"New Issues TF"** | remind us needs of technical discussion | prior to Ki determination, REESS correction (and drive trace correction in EU only) is necessary or not…<br>for other proposals. Please refer "20171220_Input-for-Ki-regulation-text_v5_BGE" |

# $CO_2$ range of Interpolation Family < Japan Position >

**1. Modify the 20% threshold**
to make more practical usage for lower CO2 vehicles (including electrified vehicles)

**2. Extension should be done within threshold range**
(no additional expansion of CO2 range is expected)

**3. Apply 10g/km expansion of CO2 range when testing V_M configulation**
(same logic as electrified vehicles)