



EVE group meeting








11 April 2013

*Environmental and propulsion performance requirements (REPPR)
for L-category vehicles*

Introduction

- Examples L-category vehicles – wide range of propulsion types

L1e, light two-wheel vehicle	L1e-A powered cycles	
	L1e-B Moped	
L2e Three-wheel moped		
L3e, motorcycle	A1, A2, A3	
L4e, motorcycle with side car	-	
L5e, tricycles	L5e-A Tricycles	
	L5e-B Commercial tricycles	

L6e, Light quadricycle	L6e-A Light quad		
	L6e-B Light mini car		
L7e, Heavy quadricycle	L7e-A On-road quad	L7e-A1	
		L7e-A2	
	L7e-B Heavy all terrain quad	L7e-B1 all terrain quad	
		L7e-B2 side-by-side buggy	
	L7e-C Heavy Quadri- mobile		



Introduction

Identified **concerns** in current EU approval legislation for L-category vehicles:

1. the complexity of the current legal framework;
2. the **level of emissions** and its **increasing share** in total road transport emissions, which are decreasing overall;
3. safety aspects related to type-approval requirements for vehicles;
4. the lack of a legal framework for vehicles fitted with new technologies;
5. the entry of products into the EU market which do not comply with the current type-approval requirements regarding functional vehicle safety and/or environmental protection.

Main Objective: efficiently and effectively address the above listed issues.

Identified environmental concern: high share of hydrocarbons, carbon monoxide and volatile particles emitted by L-category vehicles

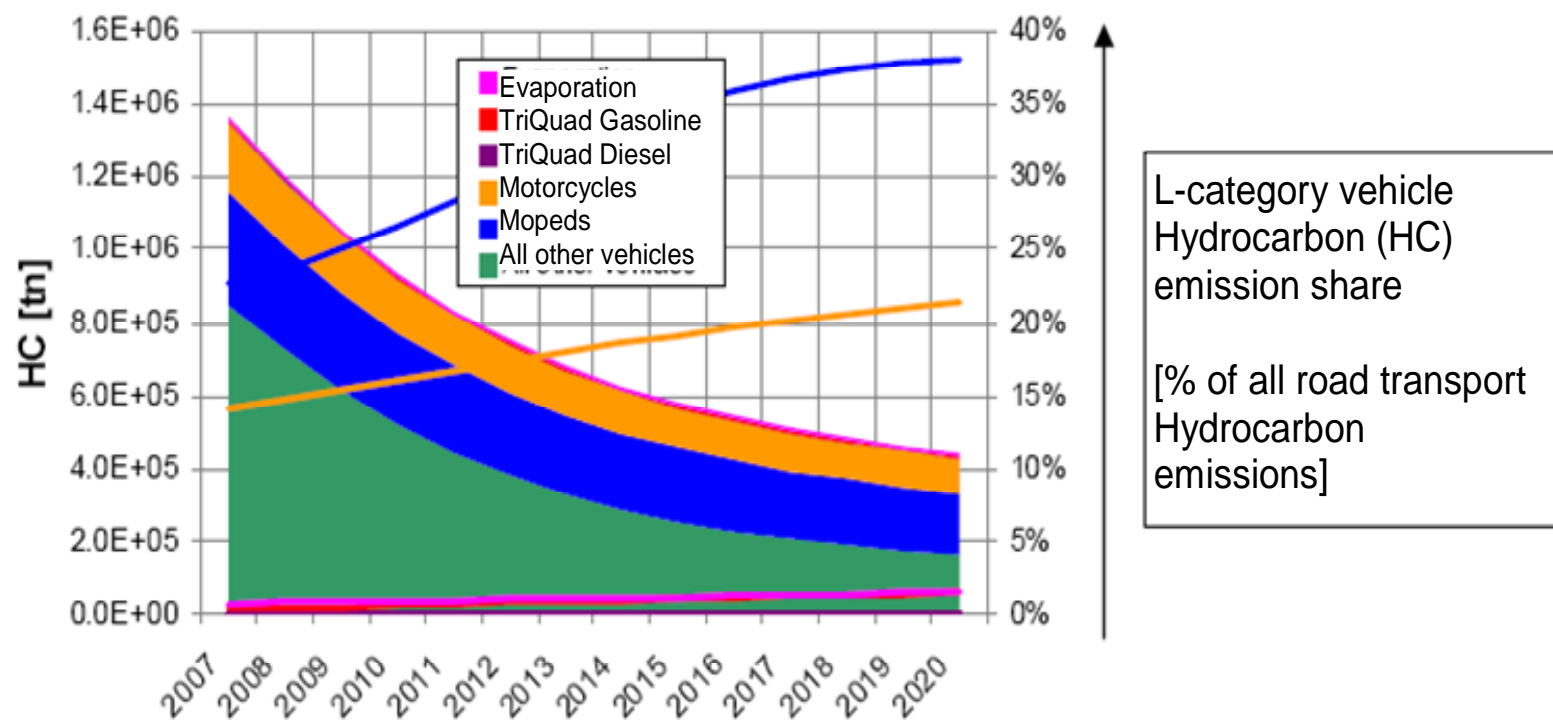


Figure 1: Trend over time of L-category vehicle, absolute and relative share of hydrocarbon emissions if no change in policy.

NB. The "all other vehicles" category includes passenger and delivery cars, trucks and busses. Source: the LAT report

Primary Y-axis (left): HC = HydroCarbon emissions; 2.0E+05 = 200,000, 1.0E+06 = 1,000,000, 1tn=1000 kg.

Secondary Y-axis (right): L-category vehicle Hydrocarbon (HC) emission share as % of all road transport Hydrocarbon emissions



New EU type-approval package for L-category vehicles

- [Impact assessment SEC\(2010\) 1152](#)
- [New framework for type-approval: Codecision Regulation \(EU\) No 168/2013](#)
- **Draft delegated act REPPR:**
[Regulation on environmental and propulsion performance requirements](#)
- Latest revision will be published soon, please monitor [Motorcycle Working Group \(MCWG\) site](#) for new revision of draft delegated acts
- Date of first application of the package: 01 January 2016



New EU type-approval package for L-category vehicles – environmental test types

Test type	Test description
I	Tailpipe emissions test after cold start;
II	Tailpipe emissions test at (increased) idle / free acceleration test;
III	Emission test of crankcase gases;
IV	Evaporative emissions test;
V	Durability testing of pollution control devices;
VI	Test type not attributed;
VII	Measurement of CO ₂ emissions, fuel consumption, electric energy consumption and electric range determination;
VIII	On-board diagnostics test (only environmental part OBD, functional part in RVCR);
IX	Sound level tests.

of





New EU type-approval package for L-category vehicles – propulsion performance tests

- Maximum design vehicle speed test procedure for L-category vehicle limited in speed
- Maximum net / rated power and torque.
- EU's mid to long-term goal: replace environmental and propulsion performance test procedures with UN Regulations / GTRs to the maximum extent possible.
- Concern:** EPPR requirements under UN outdated or not existing.
- EC commission EPPR study: stakeholder consultation, literature study, general support UN L-EPPR group and draft proposals for review of L-EPPR working group.



L-EPPR working group

- Mandate to establish L-EPPR informal working group active under UN GRPE: November 2012 WP 29. Kick-off activities in January 2013.
- EC invites contracting parties to collaborate in harmonising environmental and propulsion performance requirements for L-category vehicles.
- EC hosting 2nd L-EPPR meeting in Brussels, 25 – 26 April 2013.
- Hope seeing the same excellent level of participation as in the first meeting and looking forward to close collaboration with contracting parties and stakeholders to achieve the highest level of harmonisation possible.
- EC is available for L-EPPR group work as well as bilateral meetings.



Thank you for your attention

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