

## Daniela Leveratto

---

**From:** Monohon, Mark <MMonohon@ngksparkplugs.com>  
**Sent:** vendredi 5 octobre 2018 03:30  
**To:** Daniela Leveratto  
**Subject:** RE: B3, para. 3.6 draft

US proposal

---

**From:** Daniela Leveratto <d.leveratto@immamotorcycles.org>  
**Sent:** Thursday, October 4, 2018 21:29  
**To:** Monohon, Mark <MMonohon@ngksparkplugs.com>  
**Subject:** RE: B3, para. 3.6 draft

Mark,

Thank you !  
Shall I refer to it as to a US or CLEPA proposal?  
Best regards,

Daniela Leveratto

---

**From:** Monohon, Mark <[MMonohon@ngksparkplugs.com](mailto:MMonohon@ngksparkplugs.com)>  
**Sent:** vendredi 5 octobre 2018 02:57  
**To:** Daniela Leveratto <[d.leveratto@immamotorcycles.org](mailto:d.leveratto@immamotorcycles.org)>; [Adolfo.PERUJO@ec.europa.eu](mailto:Adolfo.PERUJO@ec.europa.eu)  
**Subject:** RE: B3, para. 3.6 draft

Here is my suggestion on wording and structure, and to address some of the follow concerns I have added the parameters highlighted in yellow

The Type II test shall be conducted immediately following the Type I test.

However, should a Type II test need to be conducted independently of a Type I test, then the vehicle shall be preconditioned (warmed-up), per one of the following:

- A) The Type II test shall begin immediately once conditions consistent with the end of a Type I test for this vehicle are achieved, or
- B) The Type II test shall begin immediately at the first achieved of either of these conditions:
  - 1) The catalyst has achieved the manufacturer's light off temperature or,
  - 2) If equipped with fuel feedback control when the engine has achieved closed loop fuel control
  - 3) The coolant (if equipped) or the engine oil temperature reaches 70°C [60°C] or
  - 4) The warm-up period has reached 600 seconds.

Thanks, Mark

---

**From:** Daniela Leveratto <[d.leveratto@immamotorcycles.org](mailto:d.leveratto@immamotorcycles.org)>  
**Sent:** Thursday, October 4, 2018 20:14  
**To:** [ichiko\\_mandt@yahoo.co.jp](mailto:ichiko_mandt@yahoo.co.jp); 'Adolfo.PERUJO@ec.europa.eu'; alessandro Zardini <[alessandro.zardini@ec.europa.eu](mailto:alessandro.zardini@ec.europa.eu)>; 'Alex Desplenter' <[Alex.Desplenter@honda-eu.com](mailto:Alex.Desplenter@honda-eu.com)>; [Anthony.Grandov@arb.ca.gov](mailto:Anthony.Grandov@arb.ca.gov); 'Antonio Perlot' <[a.perlot@acem.eu](mailto:a.perlot@acem.eu)>; 'antonio.erario@mit.gov.it'; 'arun.sivasubrahmaniyan@heromotocorp.com'; 'avkumbhar@bajajauto.co.in'; 'Bob Mills' <[bob.mills@triumph.co.uk](mailto:bob.mills@triumph.co.uk)>; Borden, Matt <[Matt.Borden@harley-davidson.com](mailto:Matt.Borden@harley-davidson.com)>; 'cecile.favre@aecc.eu'; 'chosier@ford.com'; 'christoph.albus@bmvs.bund.de'; 'christophe.sierens@honda-eu.com'; Dhinagar, Samraj ([SJ.Dhinagar@tvsmotor.com](mailto:SJ.Dhinagar@tvsmotor.com)) <[SJ.Dhinagar@tvsmotor.com](mailto:SJ.Dhinagar@tvsmotor.com)>; 'dirk.bosteels@aecc.eu'; Duncan Kay <[Duncan.Kay@dft.gsi.gov.uk](mailto:Duncan.Kay@dft.gsi.gov.uk)>; Edwin Bastiaensen <[e.bastiaensen@immamotorcycles.org](mailto:e.bastiaensen@immamotorcycles.org)>; 'Erwin Segers'

<[Erwin.Segers@honda-eu.com](mailto:Erwin.Segers@honda-eu.com)>; [fkimura@hhq.suzuki.co.jp](mailto:fkimura@hhq.suzuki.co.jp); 'Francois Guichard' <[Francois.Guichard@unece.org](mailto:Francois.Guichard@unece.org)>; [francois.cuenot@un.org](mailto:francois.cuenot@un.org); 'fred.soudain@logos-eu.com'; Giorgio Martini <[giorgio.martini@ec.europa.eu](mailto:giorgio.martini@ec.europa.eu)>; 'giorgio.martini@ec.europa.eu'; 'giovanni.durbano@bafu.admin.ch'; 'GossardChristophe@JohnDeere.com'; Gouweleeuw, Ramon <[rgouweleeuw@rdw.nl](mailto:rgouweleeuw@rdw.nl)>; Hardik Makhija <[hardik@siam.in](mailto:hardik@siam.in)>; [hari.budianto@aisi.or.id](mailto:hari.budianto@aisi.or.id); [HISAO\\_MATSUKAWA@env.go.jp](mailto:HISAO_MATSUKAWA@env.go.jp); [hi-torii@shinsa.ntsel.go.jp](mailto:hi-torii@shinsa.ntsel.go.jp); 'huseinnakhawa@gmail.com'; 'Huub Forschelen - Yamaha' <[Huub.Forschelen@YAMAHA-MOTOR.NL](mailto:Huub.Forschelen@YAMAHA-MOTOR.NL)>; [info@etrto.org](mailto:info@etrto.org); 'Ingmar.Burak2@de.bosch.com'; [itoutake@yamaha-motor.co.jp](mailto:itoutake@yamaha-motor.co.jp); 'Jacques Bocquet' <[jacwinwin@gmail.com](mailto:jacwinwin@gmail.com)>; [jason.mcphee@arb.ca.gov](mailto:jason.mcphee@arb.ca.gov); [Jeanne.Biber@harley-davidson.com](mailto:Jeanne.Biber@harley-davidson.com); [jejeka@hanmail.net](mailto:jejeka@hanmail.net); 'Joao Neto' <[jneto@idiada.com](mailto:jneto@idiada.com)>; 'Johannsen, Ralf' <[rjohannsen@tuev-nord.de](mailto:rjohannsen@tuev-nord.de)>; 'jplaguna@minetur.es'; [kangchultan@gmail.com](mailto:kangchultan@gmail.com); [kawano@ntsel.go.jp](mailto:kawano@ntsel.go.jp); [kikuchi-s2na@mliit.go.jp](mailto:kikuchi-s2na@mliit.go.jp); 'kuratani\_s@khi.co.jp'; 'Liuxin@tju.edu.cn'; 'lubos.trnka@tuv-sud.cz'; 'matthias.tappe@de.bosch.com'; [miyazaki-s2t3@mliit.go.jp](mailto:miyazaki-s2t3@mliit.go.jp); Monohon, Mark <[MMonohon@ngksparkplugs.com](mailto:MMonohon@ngksparkplugs.com)>; [ms.anandkumar@tvsmotor.com](mailto:ms.anandkumar@tvsmotor.com); 'nakhawa.ecl@araiindia.com'; 'olechiw.michael@epa.gov'; [oliver.deiters@dekra.com](mailto:oliver.deiters@dekra.com); Pere Hernandez <[Pere.Hernandez@idiada.com](mailto:Pere.Hernandez@idiada.com)>; 'peter.bonsack@bafu.admin.ch'; 'peter.mccrae@ingevity.com'; 'petter.asman@trafikverket.se'; 'pjhy98@korea.kr'; [pkbanerjee@siam.in](mailto:pkbanerjee@siam.in); 'pollak@kti.hu'; 'rajendra.petkar@tatamotors.com'; Ricardo Suarez-Bertoa ([ricardo.suarez-bertoa@ec.europa.eu](mailto:ricardo.suarez-bertoa@ec.europa.eu)) <[ricardo.suarez-bertoa@ec.europa.eu](mailto:ricardo.suarez-bertoa@ec.europa.eu)>; [s.paternotte@acem.eu](mailto:s.paternotte@acem.eu); [scott.bacon@arb.ca.gov](mailto:scott.bacon@arb.ca.gov); [s-morita@jasic.org](mailto:s-morita@jasic.org); 'stephan.redmann@bmvbs.bund.de'; 'tbarlow@trl.co.uk'; 'Thomas Vercammen' <[t.vercammen@acem.eu](mailto:t.vercammen@acem.eu)>; 'thomas.maier-komor@bmw.de'; 'Tina.Goeckert@bmw.de'; Toba, Yuki <[toba@jasic.org](mailto:toba@jasic.org)>; 'toba@jasic.org'; 'tstoffels@rdw.nl'; 'uhlik.kriztian@kti.hu'; 'v.lykomitros@kawasaki.eu'; 'vcosta@idiada.com'; [verdee@jama-e.be](mailto:verdee@jama-e.be); 'vitale@ancma.it'; Wakimura Makoto <[wakimuram@yamaha-motor.co.jp](mailto:wakimuram@yamaha-motor.co.jp)>; 'walter.bleuler@bmvbs.bund.de'; [wangqing@tju.edu.cn](mailto:wangqing@tju.edu.cn); 'wangqing@tju.edu.cn'; 'werner.tober@ifa.tuwien.ac.at'; 'yy06701@126.com'; 'zzx.2002.rd@126.com'

**Subject:** B3, para. 3.6 draft

Dear EPPR IWG,

For your review, as just discussed:

- B3, para. 3.6
  - 3.6 The type II emission test shall be conducted immediately after the type I emission test.
  - In any other event, If Type-II test is required to be conducted independently of Type-I test, the vehicle shall be warmed up until one of the following conditions is satisfied:
    - a) conditions at the end of type 1 test or
    - whichever the following conditions is reached earlier
    - b) coolant or lubricant temperature to be at least [60°C] 70°C , or
    - c) a max 600 s of vehicle warm up

Kind regards,

*Daniela Leveratto*

Technical Director  
International Motorcycle Manufacturers Association (IMMA)  
ICC Building, D-block, 5th Floor, PO Box 1838  
20, Route de Pré-bois, CH-1215 Genève 15, Suisse  
Tel: + 41 22 920 21 20  
Mobile : +41 79 559 36 38  
Email : [d.leveratto@immamotorcycles.org](mailto:d.leveratto@immamotorcycles.org)