3 g/km extension

GTR15

**GTR15 Amendment 4 Approved at WP.29 June 2018 (ECE/TRANS/WP.29/2018/71)**

“2.3.2.3. At the request of the manufacturer and with approval of the responsible authority, the interpolation line may be extrapolated to a maximum of 3 g/km above the CO2 emission of vehicle H and/or below the CO2 emission of vehicle L.

For the application of a road load matrix family, extrapolation is not permitted.”

**WLTP-23-06 Appendix 14 proposal for GTR15**

(Blue and red = new propose additions and deletions. Green = already agreed in Ispra. Purple = further minor amendment from EC to align with text in Annex 8 paragraph 4.5.1.)

“2.3.2.3. At the request of the manufacturer and with approval of the responsible authority, the application of the interpolation method on individual vehicle values within a family may be extended if the ~~line extrapolated to a~~ maximum extrapolation is not more than ~~of~~ 3 g/km above the CO2 emission of vehicle H and/or is not more than 3g/km below the CO2 emission of vehicle L. This extension is valid only within the absolute boundaries of the interpolation range specified in paragraph 2.3.2.2.

For the application of a road load matrix family, extrapolation is not permitted.”

Paragraph 4.5.1. of Annex 8

EU 2017/1151 Annex XXI Sub-Annex 8 paragraph 4.5.1. – first two paragraphs.

**EU WLTP 2nd Act**

“4.5.1. Interpolation range for NOVC- HEVs and OVC-HEVs

The interpolation method shall only be used if the difference in charge-sustaining CO2 mass emission, $M\_{CO2, CS}$, according to Table A8/5, step no. 8 between test vehicles L and H is between a minimum of 5 g/km and a maximum of 20 per cent plus 5 g/km of the charge-sustaining CO2 mass emission, $M\_{CO2, CS} $, according to Table A8/5, step no. 8 for vehicle H, but at least 15 g/km and not exceeding 20 g/km.

At the request of the manufacturer and with approval of the approval authority, the application of the interpolation method on individual vehicle values within a family may be extended if the maximum extrapolation is not more than 3 g/km above the charge-sustaining CO2 mass emission of vehicle H and/or is not more than 3 g/km below the charge-sustaining CO2 mass emission of vehicle L. This extension is valid only within the absolute boundaries of the interpolation range specified in this paragraph.'…”

**GTR15 Amendment 4 Approved at WP.29 June 2018 (ECE/TRANS/WP.29/2018/71)**

“4.5.1. Interpolation range for NOVC- HEVs and OVC-HEVs

The interpolation method shall only be used if the difference in charge-sustaining CO2 mass emission, $M\_{CO2, CS}$, according to Table A8/5, step No. 8 between test vehicles L and H is between a minimum of 5 g/km and a maximum of 20 g/km or 20 per cent of the charge-sustaining CO2 mass emission, $M\_{CO2, CS} $, according to Table A8/5, step No. 8 for vehicle H, whichever value is smaller.

At the request of the manufacturer and with approval of the responsible authority, the application of the interpolation method on individual vehicle values within a family may be extended if the maximum extrapolation is not more than 3 g/km above the charge-sustaining CO2 mass emission of vehicle H and/or is not more than 3 g/km below the charge-sustaining CO2 mass emission of vehicle L. This extension is valid only within the absolute boundaries of the interpolation range specified in this paragraph.

…”