

Regional Options in WLTP

WLTP-25-10e

| | | | | | | dis-harmonised ← | → harmonised |
|------------|-------------|-------------------------------------------|----------------------------------------------------------------------------------------------------|----------------------------------------------------|-------------------------------------|---------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Annex | Section | brief description | EU | JPN(original) | JPN(updated) | Possible Scenario in UNR_WLTP | Additional comments |
| definition | 3.7.1. | Rated engine power | R85 | TRIAS,R85,ISOetc | JPN method (TRIAS,R85,ISO) | level 1/2 concept (R85 for Level2) | |
| | 3.7.2. | Maximum speed | <i>Maximum speed' (vmax) means the maximum speed of a vehicle as declared by the manufacturer.</i> | TRIAS,calculate ? | JPN method (TRIAS,calculate,R68) | level 1/2 concept | Only some EU Member States are CPs to UNR68 - not EU as a whole. Japan to consider what to do in relation to maximum speed once IWVTA is in place. |
| 1 | 2 | Vehicle classifications | Y | class3 only (no class1/2 vehicle in the market) | TBD | JPN will consider | |
| | 3.1. ~ 3.3. | Test cycles | include ex-H | exclude ex-H | ← | level 1/2 concept | |
| | 3.5 | WLTC city cycles | Y | NA | TBD | JPN will consider | |
| | 8 | Downscaling | Y | NA (no vehicle in the market) | TBD | JPN will consider | For class2/3 vehicle, ExH only. JPN will consider if JPN accept class1 vehicles. |
| | 9 | Capped speed | Y | NA (no vehicle in the market) | TBD | JPN will consider | |
| 3 | | reference fuel | EU/UN | Japan unique | TBD | under the study level 1/2 concept, if dis-harmonised | |
| 4 | 4.1.1.2. | Atmospheric temperature | not allow +5°C | not allow +5°C | ← | harmonized | |
| | 4.2.2. | Tyre selection | R-No. 117-02 EU 1222/2009 | R-No. 117-02 GTR15 | ← | harmonised | RRC values in EU 1222/2009 and GTR15 are the same. EU RRC currently under review - implications for UNR WLTP? JATMA link: http://www.jatma.or.jp/english/labeling/outline.html |
| | 7.3.4.1 | Vehicle warm up (90% of maximum speed) | Y(ExH) | Y(H) | Y(H or ExH) | level 1/2 concept (ExH for level2) | |
| 5 | e.g. 4.3 | Particle Number | Required | Not required | ← | level 1/2 concept (required for level2) | NB: PN is not just in Annex 5 but in several other sections of GTR15. |
| | Section 7 | Additional sampling and analysis methods | Not required | ? | Not required | harmonized | Deleted in EU-WLTP |

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| 6 | 1.2. | criteria pollutant and limit value | EU unique | JPN unique | ← | level 1/2 concept (should meet both criteria for level2) | |
| | 1.2.2. | other regional corrections | Y (14°C and target speed corrections) | NA | ← | EU will consider | ATCT and Target speed correction in Level 1a and Level 2 for 4 phase cycle only (not 3 phase cycle)? - TBD |
| | 1.2.3.8. | dCO2 determination. | Y(0.99...) | Y(1.00....) | ← | level 1/2 concept (0.99... with 4phase for level2) | |
| | 2.1.3.1.1. | Subtraction of background PM | Y | ? | Y | harmonized | "Where the manufacturer requests and the Contracting Party permits subtraction of either dilution air or dilution tunnel background particulate mass from emissions measurements, ..." |
| | 1.2.4.2.1.- 2.4.2.1. | Auxiliary devices | Y(DRL) against GTR text | N | TBD | To be discussed | EV noise generator and other devices may need to be considered. The way to turn off may be discussion point. |
| | 2.4. | 4WD requirement | Y | no mandate | TBD | JPN will consider | |
| | Appendix 1 1.5. & 1.6. | regenerative factor Ki | include ex-H | exclude ex-H | accept both 3-phase Ki and 4-phase Ki | harmonized (EU accept 3_phase_Ki, on the other hands, JPN accept 4_phase_Ki) | |
| 7 | Table A7/1 Step 8 | Averaging of criteria emissions | EU 2017/1151 "In the case of the combined THC+NOx emissions, the highest value of the sum referring to either the VH or VL is to be used" | ? | N (criteria emissions are the same for VH and VL) | level 1/2 concept ? | GTR15:"At request of a contracting party, the averaging of the criteria emissions may be omitted and the values of H and L remain separated. " Calculate the average. Region can decide whether to use average or individual value . Japan 3-phase, EU 4-phase - allows the option to exist in Level 2 - TBD. |
| | 7.3. | RMSSE threshold | used. | 0.8 | ← | level 1/2 concept (1.3 for 1a, 0.8 for 1b and level2) | |
| 8 | 4.2.1.2.4., 4.2.1.2.5., Table A8/7 & Appendix 7 para 2.2.7. | Phase specific fuel consumption | not required | Required | ← | level 1/2 concept (required for level2) | Deleted in EU-WLTP |
| | 4.3.4. & 4.4. | Electric energy consumption | ? Y - EU do not allow exclusion | exclude city test | TBD | JPN will consider | |

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| 8 | Table A8/8~10 | ECDC | ? Y - required in EU (e.g. Table A8/8 Step 12) | N | Y | harmonized | |
| | OVC-HEV | calculation formula | follow GTR | unique | ← | level 1/2 concept (both method for level2) | |
| | | COP | Y (Europe) | Y (Japan) | TBD | on going under COP TF | |
| | Appendix 3 para 1.4 c) | GTR15: "(c) Any procedure which may be required by a Contracting Party" | Y (ATCT) | ? | N | EU will consider | |
| | Appendix 5 | Utility factors | Y (Europe) | Y (Japan) | ← | level 1/2 concept | |
| | Appendix 6 paras 2.3(d), 3.3(d) & 4.3(d) | Option to replace reference test cycle with applicable WLTP city test cycle. | N - option not allowed in EU | Not applicable | TBD | JPN will consider | can be omitted if no CP apply? |

ECE/TRANS/WP.29/2018/73 GTR19 Evaporative Emissions

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| | 6.1. | Limits | Limits in Table 3 of Annex I of EU 715/2007 | Will use same limits as EU | ← | harmonized | Option in GTR19 relates to '1 day limit' or '2 day limit'. EU and Japan will both use 2 day limit so option not applicable for UNR WLTP. |
| 1 | 5.3.10. | Calculation | 2day total | <-- | ← | harmonized | |
| 2 | Table A2/1 | mutual recognition fuel | Y | Y | Y and JPN fuel | level 1/2 concept (mutual recognition fuel for level2) | Currently EU allows use of reference fuel for Type 1 test - but this would change when there is a new UNR WLTP - with a mutual recognition fuel. |

*JPN is considering modifications and discussion points other than above.