

EU/JPN CO₂/FC COP Procedure

<General Remarks>

COP TF should focus on the items which are critical from the view points of harmonization.

Methodology seems to be different

(please refer next page)

and both Parties seem to have few chance to accept opponent method.

One of possible solutions is as follows...

Level1 : regional basis

Level2 : continue to run the additional testing until the both requirements are satisfied.

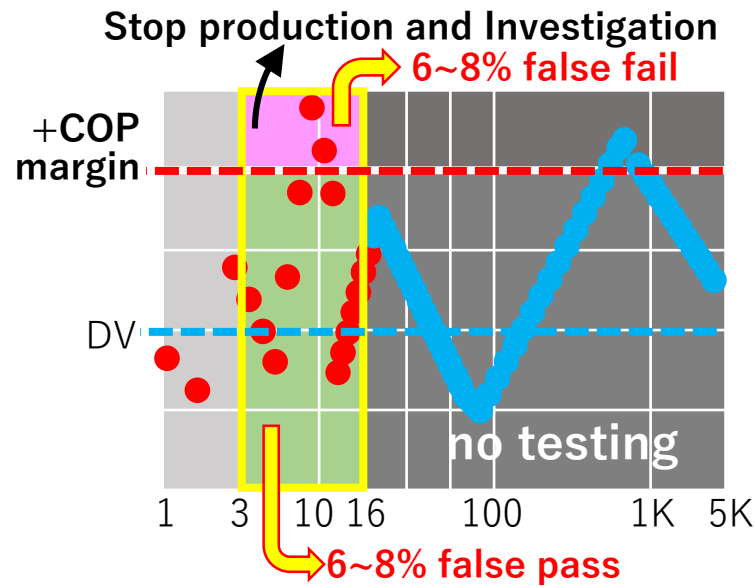
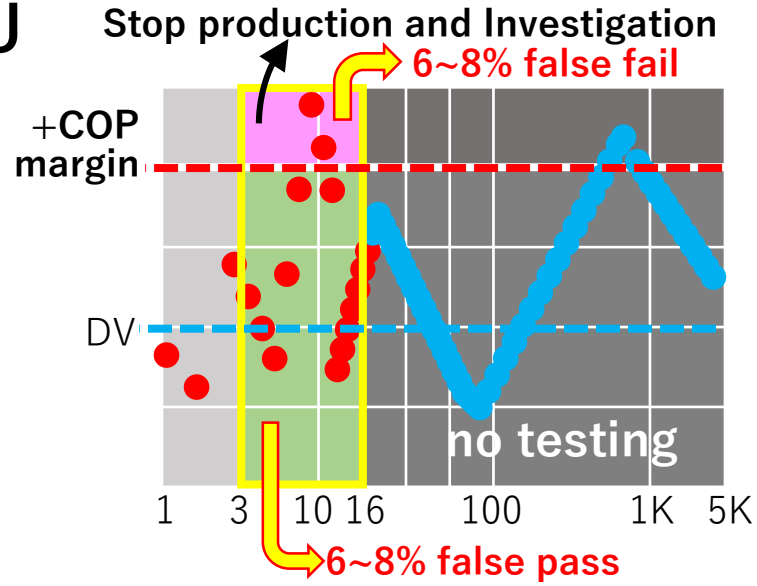
Item	Description	non-harmonization is critical?
1	Scope of CoP testing	NO
2	Scope of vehicle categories	YES
3	Family criteria	YES
4	Minimum sample interval	NO
5	Minimum check interval by TAA	NO
Test conditions		
6	Test vehicle selection	YES
7	Min/max sample volume for Type 1 test	NO
8	Run-in	YES
9	Evolution coefficient applied	YES
10	Fuel	YES
11	Road load setting	YES
Type 1 test evaluation		
12	Basis for COP of CO ₂ and Energy Consumption	NO
13	Pass criterion	NO
14	Fail criterion	NO
15	Evaluation of CO ₂ and EC	?
16	ATCT correction	NO
17	Utility factor for OVC-HEV	NO
18	Other criteria	YES
Type IV test		
19	Family criteria	YES
20	Type IV/4 test (evaporative emissions)	YES

Pass/Fail methodology

DV : Design Value
BOLD : CoC value

● tested
 ● not tested

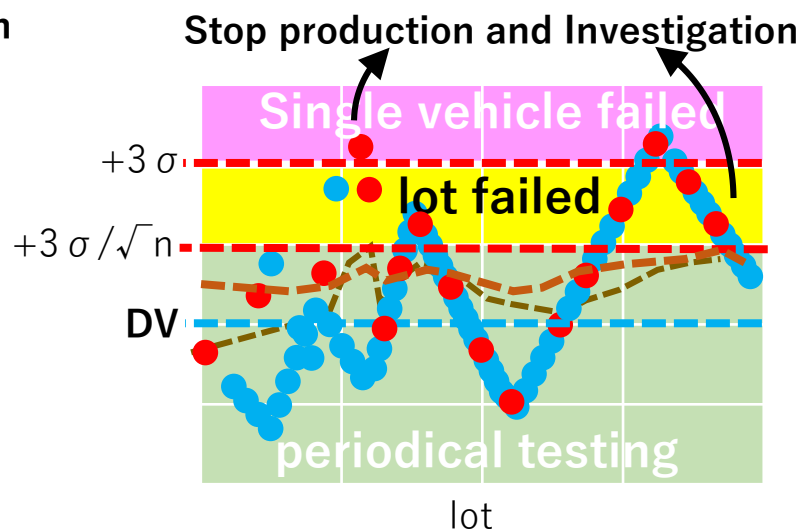
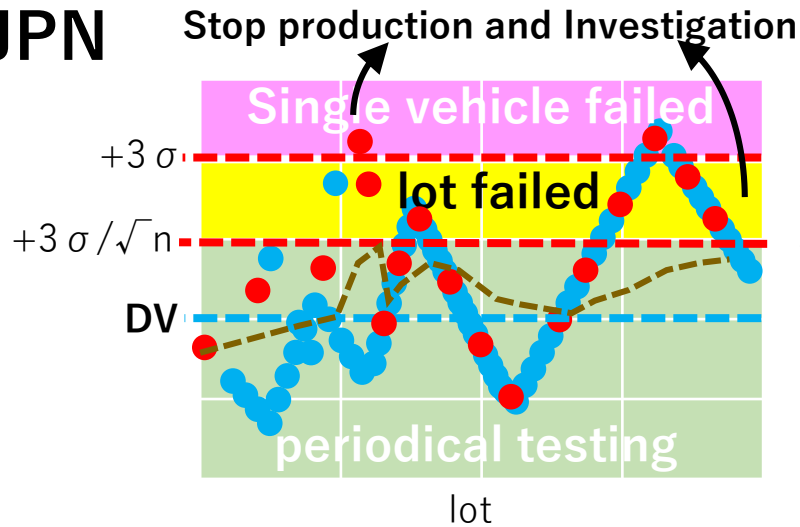
EU



Control per every
 5,000 vehicles



JPN



Control per Single,
 Lot and Yearly



--- Lot average
 --- Yearly average