

Revised Proposal from India EPPR Regulation direction

**(Based on discussions in 2nd meeting of EPPR2
on Agenda item 9a and 9b of Doc. EPPR -02)**

Introduction

Vehicle categories:

- Quadricycles :
 - There are no regulations in many of Contracting Parties or are under formulation.
 - Are not included in the definitions in SR1 (1998 agreement)
- Hence it is advisable to have separate documents for these categories;

Tests:

- Types I, II and VII tests have common features which would be applicable in many of member countries.
- But For type V and VIII tests, It is observed that
 - In addition to the differences between vehicle categories (as per earlier slide), the requirements depend on specs of the commercial fuel available country wise / region wise.
- Applicability of Type III and IV would be based on priorities of the CP.
- Performance related tests would be common for all categories and members may not have difficulty in accepting these even for categories not of specific interest to them

PROPOSAL

- Following documents are proposed:
 1. Type I, II and VII for 2 & 3 wheelers
 2. Type I, II and VII for quadricycles
 3. Type III and IV for 2 & 3 wheelers
 4. Type III and IV for quadricycles
 5. Type V for 2 & 3 wheelers
 6. Type V for quadricycles
 7. Type VIII for 2 & 3 wheelers
 8. Type VIII for quadricycles
 9. Performance tests for all categories
- The details are covered in the next slides

GTR or ECE R

- **India prefers that:**
- Wherever possible priority is given to prepare GTR first and subsequent transposition to ECE for categories covered both in SR 1 and RE3.
- However, in the case of quadricycles:
 - They are defined (L6 & L7) in RE3.
 - They are not yet included in SR1
 - Hence, preparation of ECE R can be done first
 - work on /transposition to a GTR can be done only after SR1 is amended to include definition of these categories

Revised Proposal from India (1/3)

Type of Test		L1,L3&L4 (S1,S3, S4) 2-Wheelers	L2, L5 (S2, S5) Tri-Cycle	L6,L7 Quadricycle
Type I, II & VII (Tail pipe, idling & CO ₂)	First Make	Amend GTR 2 Annex –I ⁽¹⁾	Annex II ⁽¹⁾ to amended GTR 2	New ECE R-B
	Then transpose to	New ECE R-A Annex –I ⁽¹⁾	Annex II ⁽¹⁾ to ECE R-A	New GTR β ⁽²⁾
Type III & IV (C/c and evapo)	First make	New GTR-α Annex –I ⁽¹⁾	Annex II ⁽¹⁾ to GTR -α	New ECE R-D
	Then transpose to	New ECE R-C Annex –I ⁽¹⁾	Annex II ⁽¹⁾ to ECE R-C	New GTR γ ⁽²⁾

(1): Annexes I and II need cover details which are specific to the category

(2): The transposition to GTR can be considered only after SR1 is amended to include definition of quadricycles

Revised Proposal from India (2/3)

Type of Test		L1,L3&L4 (S1,S3, S4) 2-Wheelers	L2, L5 (S2, S5) Tri-Cycle	L6,L7 Quadricycle
Type V (Durability)	First make	New GTR- δ Annex –I ⁽¹⁾	Annex II ⁽¹⁾ to GTR - δ	New ECE R-E ⁽²⁾
	Then transpose to	New ECE R-F Annex –I ⁽¹⁾	Annex II ⁽¹⁾ to ECE R- F	New GTR ϵ ⁽²⁾
Type VIII (OBD)	First make	New GTR- λ & δ Annex –I ⁽¹⁾	Annex II ⁽¹⁾ to GTR - λ	New ECE R-H ⁽²⁾
	Then transpose to	New ECE R-G Annex –I ⁽¹⁾	Annex II ⁽¹⁾ to ECE R-G	New GTR η ⁽²⁾

(1): Annexes I and II need cover details which are specific to the category

(2): The transposition to GTR can be considered only after SR1 is amended to include definition of quadricycles

Proposal from India (3/3)

TEST	STEP	All applicable categories (1)
Maximum speed ⁽²⁾ Propulsion power Peak power and 30 ⁽³⁾ minutes power	First Make	New GTR- ϕ
	Then transpose to	New ECE R-J

(1): In the GTR for these tests, scope may not cover quads, but L6 and L7 can be incorporated appropriately, while transposing to ECE R-J

(2): Maximum speed may be based on EU directive 95/1/EEC (already referred in GTR 2)

(3): ECE R covers both peak power and 30 min power for electric motors

Thank You