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Date: 08/07/2013 19:55  
Subject: RE: EPPR-03 minutes, feedback EC

Dear Thomas,

Thanks for distributing the link to the minutes of the 3<sup>rd</sup> meeting. I would have the following comments and recommendations for amendments / supplements to the draft minutes:

- p1, 2<sup>nd</sup> bullet: sponsor is the EU, represented by the EC.

**Justification:** formally in WP29 the EC is not a contracting party. A sponsor of a new initiative is always a CP, which in this case is the EU.

- p1 / p2, 3<sup>rd</sup> bullet, last sentence: "Part of this suggestion is to replace conventional ECE47 test cycle used to type approve L1e (mopeds and light scooters), L2 (three-wheel mopeds) and L6e (light quadricycles) with a ~~new~~ test cycle based on urban, low vehicle speed, part 1 of WMTC test cycle. The EC explained **that R47 is an artificial test cycle. It contains idle, wide open throttle, constant speed phases (20 and 40 km/h) and some accelerations in between, but does not allow sufficient assessment of emission performance in the part-load area. Phase 1 of the WMTC is applied for 50 cm<sup>3</sup> motorcycles and should therefore also be applied for 49 cm<sup>3</sup> mopeds, allowing a more realistic emission verification of low displacement vehicles operated simulating dynamic conditions occurring in modern urban traffic.** "

**Justification:** the EC does not want to propose a new test cycle but promotes to leverage on the existing, well established part 1 of the WMTC test cycle;

- p3, TRL recommended also the chair and secretary to maintain a definitions list **and made reference to a revised detailed roadmap ( EPPR-03-07e.xlsx) they had developed and were proposing to the group based on the discussions in the 2<sup>nd</sup> meeting.**

- p4, note to table: "2-, 3-wheel in the same gtr's, as separate annexes **if deemed necessary**, unless ~~not~~ found not feasible";

- p4, summary of Chairman: "EC said there is an artificial threshold between L3 and L1, and added **that there is no difference between them that justifies a different assessment methodology of the environmental and propulsion performance of a 49 cm<sup>3</sup> moped compared to a 50 cm<sup>3</sup> motorcycle.**

Thank you in advance for taking this feedback into account when revising the draft minutes.

Kind regards,

Guido