



*WLTP IWG 27<sup>th</sup> Session*

*20<sup>th</sup> May 2019*

**Status Report from UNR WLTP Transposition  
Task Force**

## Post-26<sup>th</sup> WLTP IWG Update

- **8<sup>th</sup> May 2019 – Transposition Task Force meeting, WebEx**
  - Review and discussions on regulatory text
  - Introduction to the Type Approval documentation working draft (Annexes Part A)
- **Drafts post-meeting uploaded to UNECE Wiki:**  
<https://wiki.unece.org/display/trans/Task+Force+Meeting+8th+May+2019>
- **Drafts further updated before 27<sup>th</sup> IWG**
  - No substantive changes made – editorial updates, including rationalisation and clarification of some of the comments.

# 27<sup>th</sup> WLTP IWG and beyond

- **27<sup>th</sup> WLTP IWG**
  - **Further discussions on harmonisation, including Durability and COP + review of draft regulatory texts**
- **Informal documents to be submitted to 79<sup>th</sup> GRPE (May 2019)**
  - **Transposition status report to provide details of the progress and outstanding areas in relation to UNR WLTP and UNR 83 08 Series**
  - **No detailed regulatory texts to be provided as Informal Documents**
    - ❖ Latest working drafts with square brackets and holding comments as appropriate will be included in the Transposition Wiki page which will be signposted from the Informal Document (Status Report)
- **Task Force meeting planned for 20<sup>th</sup> June 2019 - drafting**
- **Additional meetings to be arranged before 28<sup>th</sup> IWG (Sept 2019)**
- **All outstanding items to be resolved before or at the 28<sup>th</sup> IWG**
- **Final drafting in October 2019. Submission by 21<sup>st</sup> October.**

## **Latest Status on Regional Options**

**NB: no change from 26<sup>th</sup> IWG Zagreb**

# Regional Options in WLTP

Date: 28-Mar-19

Adapted from WLTP-25-10e

dis-harmonised ← → harmonised

Annex	Section	brief description	EU	JPN	Possible Scenario in UNR_WLTP L2	Note	Most Stringent
Main body	1	Scope	UNR83 (reference mass not exceeding 2,610kg)	JPN (M1 and TPMLM not exceeding 3,500kg)	TBD	Align with GTR15?	
Main body	1	Exclusion relating to UNR49 approval	UNR83&101 (less than 2,000 units and above 2,380kg)	N (not accept UNR83&101)	N (not accept UNR83&101)	To be discussed?	JPN - not accept UNR49 exemptions
Main body	3.7.1.	Rated engine power	R85	JPN method (TRIAS,R85,ISO)	level 1/2 concept (R85 for level2)		Level 2 - R85
Main body	3.7.2.	Maximum speed	<i>Maximum speed' (vmax) means the maximum speed of a vehicle as declared by the manufacturer.</i>	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.	need discussion
Main body	4.9	Flex-fuel vehicles	Y	Y	Y	JPN accept flex-fuel and bi-fuel in L1b and L2	Harmonised
Main body	5	Small volume manufacturers	N	N	N	EU - accept removal of requirement relating to small volume manufacturers	Harmonised
Main body	5.1.3.	Inlets to fuel tanks (fuel pump delivery nozzle)	Y (external diameter ≥ 23.6mm)	N	level 1/2 concept (Y(external diameter ≥ 23.6mm) for level2)	"... the inlet orifice of the petrol or ethanol tank shall be so designed as to prevent the tank from being filled from a fuel pump delivery nozzle which has an external diameter of 23.6 mm or greater.	EU - external diameter
Main body	UNR83: 5.3.1.2.1.1.	Bi-fuel vehicles	Y	Y	Y	JPN to accept flex-fuel and bi-fuel in L1b and L2	Harmonised
Main body	UNR83: 5.3.1.2.1.2.	gasoline < 15 litre exemption	Y	N (Japan require gasoline test)	level 1/2 concept (N (Japan require gasoline test) for Level2)	No exemption in L2? - to be further discussed	JPN - require gasoline test
1	2	Vehicle classifications	Y	Y	Y	JPN to accept Class 1 and Class 2 vehicles	Harmonised
1	3.1. ~ 3.3.	Test cycles	include ex-H	exclude ex-H	level 1/2 concept (Run 4 phase and check both 3/4 phases limits)		Run 4 phase and check both 3/4 phases limits
1	3.5	WLTC city cycles	Y	N	level 1/2 concept (Y for level2)		EU - requiring city cycle
1	8	Downscaling	Y	Y	Y	JPN to accept downscaling in L1b and L2	Harmonised
1	9	Capped speed	Y	Y	Y	Need to develop appropriate text, e.g. "If the vehicle has capped speed according to regional legislation the requirements of paragraph 9.1. shall apply"	Harmonised
3		reference fuel	EU/UN	TBD (Lead = zero)	level 1/2 concept (EU/UN (Lead (Pb) = zero) for level2)	JPN to accept EU/UN reference fuel	EU/UN (Lead (Pb) = zero)
4	4.1.1.2.	Atmospheric temperature	not allow +5°C	not allow +5°C	harmonised		Harmonised
4	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.	Harmonised
4	7.3.4.1.	Vehicle warm up (90% of maximum speed)	Y(ExH)	Y(H or ExH)	level 1/2 concept (ExH for level2)		ExH
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.	EU - PN
5	Section 7	Additional sampling and analysis methods	Not required	Not required	harmonised	NB: in WLTP-25-10e this was "level1/2 concept" - now corrected.	Harmonised
6	1.2.	criteria pollutant and limit value	EU unique	JPN unique	level 1/2 concept (should meet both criteria for level2)		should meet both criteria
6	1.2.2.	other regional corrections	Y (14°C ATCT)	N	level 1/2 concept (Y (14°C ATCT) for level2)	JPN accept ATCT for L2	EU - ATCT
6	1.2.3.8.	dCO2 determination.	Y(0.99...)	Y(1.00....)	level 1/2 concept (0.99 ... with 4phase for level2)		EU - 0.99
6	2.1.3.1.1.	Subtraction of background PM	Y	Y	harmonised		Harmonised
6	2.4.2.1.	Auxiliary devices	Y (DLR)	Y	Y (ON if required by regional legislation)	"Auxiliary devices shall be switched off or deactivated during dynamometer operation unless their operation is required by regional legislation" EV noise generator may need to be considered. The way to turn off may be discussion point. EV Acoustic Vehicle Alerting System (AVAS) - UNR 138	Harmonised

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Annex	Section	brief description	EU	JPN	Possible Scenario in UNR_WLTP L2	Note	Most Stringent
6	2.4.	4WD requirement	Y	Y	Y	Technical discussions needed in relation to "if vertical forces cannot be applied ..."	Harmonised
6	Appendix 1 1.5. & 1.6.	regenerative factor Ki	include ex-H	accept both 3-phase Ki and 4-phase Ki	Harmonised (EU accept 3_phase_Ki, on the other hands, JPN accept 4_phase_Ki)		Harmonised
7	Table A7/1 Step 9	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"	individual limits are applied	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.	EU - additional requirement for 4phase JPN - individual limits for 3phase
7	7.3.	RMSSE threshold	1.3	0.8	level 1/2 concept (1.3 for 1a, 0.8 for 1b and level2)		JPN - 0.8
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)	Japan require phase specific fuel consumption in L1b and L2	JPN - phase specific
8	4.3.4. & 4.4.	Electric energy consumption	Y - EU do not allow exclusion	N	level 1/2 concept (Y - EU do not allow exclusion for level2)		EU - not to allow exclusion
8	Table A8/8~10	ECDC	Y - required in EU (e.g. Table A8/8 Step 12)	Y	Harmonised		Harmonised
8	OVC-HEV	OVC-HEV CD CO2 (consumption)	UF weighted	Not UF weighted	level 1/2 concept (UF weighted for 4 phase and Not UF weighted for 3 phase)		UF weighted for 4 phase and Not UF weighted for 3 phase
8	Appendix 3 para 1.4 c)	GTR15: "(c) Any procedure which may be required by a Contracting Party"	Y (14°C ATCT)	N	level 1/2 concept (Y (14°C ATCT) for level2)	JPN accept ATCT for L2	EU - ATCT
			Y (Target speed corrections)	N	Target speed corrections - TBD	Technical discussions needed	???
8	Appendix 5	Utility factors	Y (Europe)	Y (Japan)	level 1/2 concept		EU UF for 4 phase JPN UF for 3 phase
8	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	N - option not allowed	N - option not allowed	JPN update - option not allowed	Harmonised
10		COP	Y (Europe)	Y (JPN)	? (ongoing under COP TF)	Need to discuss for harmonisation at COP TF	TBD
11		Durability procedure	Interim use of UNR83 procedure	Interim use of Japan procedure	?	Japan accepts SRC for L2. Need to compare other requirements to develop L2	TBD
		Fuel consumption	L/100km kg/100km (FCHV)	km/L km/kg(FCHV)	level 1/2 concept (L/100km and km/L)		calculate with both method

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

Annex	Section	brief description	EU	JPN	Possible Scenario in UNR_WLTP L2	Note	Stringency 'Analysis'
Main body	6.1.	Limits	Limits in Table 3 of Annex I of EU 715/2007	Will use same limits as EU	Harmonised	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.	Harmonised
1	7	Calculation	2day total	<--	Harmonised		Harmonised
2	Table A2/1	mutual recognition fuel	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.	mutual recognition fuel



## Contact information

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