**35th EPPR Informal Working Group Meeting**

**Report**

**Time schedule**: 30 April 2020 (09.30-12.00) CEST

**Venue:** telco/webex only

**Documents:** <https://www2.unece.org/wiki/display/trans/EPPR+35th+session>

**In remote**:  <https://ecwacs.webex.com/meet/aperujomateosdelparque>

# Opening

The Chair welcomed the numerous participants to such web-conference meeting, hoping that everyone was in good health despite the on-going COVID-19 pandemic.

The Chair informed of having reached out to Indian ARAI to encourage India appointing a new representative for the EPPR IWG, as successor of Dr Nakhawa who was going to soon retire.

# Draft agenda and past minutes

Documentation

* EPPR-35-01\_April 2020 EPPR-35\_agenda
* EPPR-34-04\_March 2020 EPPR-34 Geneva\_report 2020-03-16

Discussion

* Adopted

# GTR 2

## 3.1 Draft amendment 4 to UN GTR2

Documents

* [WP29-2019-121](https://www.unece.org/fileadmin/DAM/trans/doc/2019/wp29/ECE-TRANS-WP29-2019-121e.pdf), Amendment 4 to GTR2 - Based on EPPR-30-01
* [WP29-2019-122, Technical Report of the Amendment 4 to GTR2](https://www.unece.org/fileadmin/DAM/trans/doc/2019/wp29/ECE-TRANS-WP29-2019-122e.pdf)

[ECE-TRANS-180a2am4e.pdf](http://www.unece.org/fileadmin/DAM/trans/main/wp29/wp29wgs/wp29gen/wp29registry/ECE-TRANS-180a2am4e_for_submission.pdf)

Information

Published on 3 February 2020

# OBD 2

Documents

[**GRPE-80-32**](file:///C:\Users\perujad\GRPE%20sessions\GRPE-80%20Jan%202020\GRPE-80-32%20(EPPR)%20Draft%20Amendment%201%20to%20UN%20GTR18_OBD2%20consolidated%20Phase%201+2.docx) OBD2 Phase 1 + 2

GRPE/2019/17 GTR18 Amd 1

[OBD2CG-18-01](https://wiki.unece.org/download/attachments/101553301/OBD2CG-18-01%20%28Japan%29%20OBD2%20Catalyst%20monitoring%20proposal%20for%20amendment.pptx?api=v2) (Japan) OBD2 Catalyst monitoring proposal for amendment

[OBD2CG-18-02 (IMMA) comments on GRPE-2020-17 draft Amd 1 to GTR18.docx](https://wiki.unece.org/download/attachments/101553301/OBD2CG-18-02%20%28IMMA%29%20comments%20on%20GRPE-2020-17%20draft%20Amd%201%20to%20GTR18.docx?api=v2)

Context

GRPE/2019/17 was submitted to June GRPE.

Open points, in square brackets:

* + Part I. Rationale
  + 5.3.4.1 Catalytic converter deterioration, P.I.
  + 5.3.5.1.Catalytic converter deterioration, C.I.
  + 5.5.2.  [Contracting Parties may either introduce OTL 2 directly or after the introduction of OTL 1.]
  + [5.        Access to OBD information…..]

Editorial points to clarify

* + Para 1.2.1.2.5., is it a stand-alone para. or it is actually the caption of the above Table A8/1?
  + 1.2.2.1.1., shall it be changed from “The manufacturer …in the table below” into “table**s**”?

Discussion

OBD2CG-18-02: All IMMA comments and proposal for sq. brackets were accepted. In particular:

* + § 4.5.1. of Annex 1: Accepted as an open point. IMMA was urged to present a proposal for clarification as soon as possible.
  + § 1.2.1.4.1. of Annex 8: Even if in line with EURO5, IMMA invited EC to clarify this text, deemed difficult to understand. EC clarified that the information document accompanying the Approval should contain a description of the tests and diagnosis used to confirm its functionality. IMMA acknowledged that clarification.
  + Para. 5.5.2 was left in sq. brackets (see below for further info).

Editorial points clarified as follows:

* + § 1.2.1.2.5. of Annex 8: “Description… codes:“ will be changed into “Description… codes**.**”
  + § 1.2.2.1.1. of Annex 8: it shall be changed from “The manufacturer …in the table below” into “table**s**”

OBD2CG-18-01 (Japan) proposal for amendments related to catalyst monitoring were presented by Mr Mori-san/JASIC Japan, who explained that:

* + The original text came from Euro 5.
  + The proposed §5.3.4.1.2 reflected the Chinese request to have the catalyst monitoring as CP option (the so-called “zero option”)
  + The proposed §5.3.4.1.3 reflected the Japanese proposal on an alternative method that a CP could use instead of catalytic monitoring. For compression ignition vehicles.
  + The proposed §5.3.5.1 was the original text from Euro 5. The proposed §5.3.5.1.2 reflected the CP option requested by China. Japan did not have alternative measures proposal for compression ignition vehicles.
  + The proposed Section 6 on the alternative measures’ description applied only to petrol vehicles.
  + According to the alternative option, the tailpipe emissions had to be below the thresholds after being tested; there was no frequency nor specific point on when this should occur.
  + New proposed section 5 within the Test type VIII in Annex 6 (cat. monitoring) described the confirmatory test used to verify emissions being below the required thresholds.

IMMA informed that they were evaluating the Japanese proposal and might come up with comments for June.

From AECC’s technical perspective, OBD-monitoring of any emission-control device is needed to assure the correct operation and the right level of emissions at the tailpipe during the useful life of the vehicle. Therefore, they continued to support the need to have the catalyst monitoring through the OBD and supported the wording proposal made by the EC in the previous meeting.

JASIC expressed the understanding that the IWG had already agreed upon 3 options: to keep the original text (to monitor the catalytic converter), a “zero” CP option (not to perform the monitoring at all) and a CP option with an alternative; the latter being open for discussion.

The Chairclarified that the IWG had already agreed upon making the catalyst monitoring through OBD a CP option [meaning that a “zero option” could be acceptable as well] but had not agreed yet on including an alternative optional method.

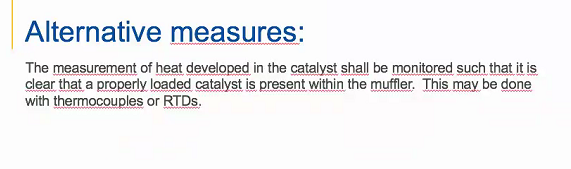
AECC supported Chair´s view.

EC requested clarification on the Japanese proposal to delete THC from § 5.3.4.1.1.

JASIC replied that, since Euro 5 catalyst monitoring would be implemented only for stage 2 OTL2, which contained no THC requirement (only NMHC), there was no need to keep the THC.

EC deemed the addition made by Japan in §5.3.1 and 5.3.4 redundant. He requested clarification on § 6.2, which did not seem an alternative method for monitoring and, therefore, not appropriate to be introduced in the section about catalyst monitoring.

The EPPR Chair presented a counter-proposal for an alternative method to be considered by the IWG, clarifying that this was not a proposal from the EC but a proposal from the chairman to be sent to IWG for consideration after improvement of the wording; see figure below:



JASIC proposed to change the wording from “alternative measure to catalytic converter monitoring” into “alternative option” to catalyst monitoring, if the former was deemed unappropriated.

Chair noted that the issue was rather around the “monitoring”; he deemed para. 6.2 not talking about monitoring.

JASIC explained that the proposals were about methods to exempt from monitoring; both were not monitoring the malfunction of the catalyst.

AECC confirmed that the Japanese proposal was not about monitoring but about a verification - at a certain point in the life of the vehicle - that the catalyst was in place and working, but not a constant monitoring of its functioning.

RDW/The NL raised a question if the Japanese alternative proposal was related to an in-service conformity testing, as it seems to do. If that was the case, RDW suggested to place it in another part of the legislation.

The Chair confirmed the same understanding as the NL, that the proposal referred to in-service conformity (ISC) or Periodical Technical Inspection (PTI), rather than to the operation of OBD.

The Chair expressed the understanding that Japan had the intention to tackle the problem of possible tampering (with their proposal for a verification), rather than to address the problem of the monitoring.

Mr Dhinagar - speaking on behalf of India – raised a study reservation. India engaged to provide a feedback before the next session.

Even if the European Commission would like to ensure that the main approach is the monitoring by OBD, the EC was not opposed to accept as a CP option the requirement of monitoring of the catalyst converter via OBD. He thanked Japan for their effort on such proposal but, upon indication from the Netherlands and other stakeholders, deemed the alternative proposal rather an ISC verification than a monitoring tool.

JASIC explained that Japan would like to adopt this requirement for type approval in order to provide a method of certification for the manufacturers; they therefore would like to have this clause in the GTR.

The Chair replied that European Commission understood Japan´s intention to include this clause in their type approval, however the monitoring was meant as a constant check through the life of the vehicle with the aim to prevent excessive emissions. These alternatives were not well placed in the OBD regulation.

DfT UK expressed appreciation for the Japanese proposal but supported the comment from the European Commission and suggested to introduce it in another area.

JASIC replied that Japan did not see any issue on having the alternative measure to the catalyst monitoring.

The Chair explained that section 6 did not seem to be in-line with the scope and objectives of the GTR. The scope was about the OBD 2 and the use of OBD to monitor components that may result on an exceedance of emissions during the life of the vehicle. Section 6 seemed to be dedicated to checking either at the time of type approval or at a certain point of the life of the vehicle but not continuously (as understood/meant in the OBD text) , [and could therefore not be accepted] as per the concerns expressed by EC, UK, NL and AECC.

JASIC engaged to take back the comments and consider them internally.

The Chair came back to his proposal - as a chairman and not as the Commission representative - explaining that an option could be to monitor the temperature of the catalyst, in order to detect its working status, as this could be a cheaper alternative to the OBD catalyst monitoring.

The Chair will send this proposal to the secretariat for distribution and consideration by the stakeholders. For the sake of harmonization, the EC had agreed to have the CP option, and was not opposing alternative measures, however the measures would have to be within the scope of the GTR.

It was agreed to keep the point open for discussion at the next session.

Summary:

* + IMMA and India will study the Japanese proposal.
  + EC, NL, UK, AECC deemed it not fit for purpose.
  + Japan will re-consider the proposal for the June session.
  + Chair´s proposal will be submitted for review, in an effort to reach a compromise on an alternative method.
  + CPs were urged to present counterproposals at their earliest convenience.

Para. 5.5.2: to clarify the wording about OTL implementation in 1 or 2 steps.

* + Chair recalled the intention of the text to leave open both possibilities of OTL-implementation, either in one single step or in two steps, at the choice of CPs.
  + IMMA invited to keep the square brackets open until publication of the Indian BSVI notification, expected soon, which might resolve the CP option.
  + As deemed useful in view of removing one CP option from the GTR, Chair agreed to keep the point open until June. However, if the notification was not released before June, the square brackets would be removed and the text would be left unchanged.

Conclusion:

* All amendments to GRPE/2020/17 agreed up to EPPR-35 were consolidated by the EPPR Sec.   
  in a draft informal document to GRPE, uploaded post-session as [OBD2CG-18-04](https://wiki.unece.org/download/attachments/101553301/OBD2CG-18-04%20%28EPPR%20Sec%29%20inf%20doc%20superseding%20GRPE-2020-17%20%28EPPR%29%20Draft%20Amd%201%20to%20UN%20GTR18_OBD2.docx?api=v2).

Action

IWG urged to submit counterproposals on catalyst monitoring, in order to find a consensus on by June EPPR.

* IWG to check draft amendments to GRPE/2020/17 agreed up to EPPR-35 and consolidated by the EPPR Sec. in [OBD2CG-18-04](https://wiki.unece.org/download/attachments/101553301/OBD2CG-18-04%20%28EPPR%20Sec%29%20inf%20doc%20superseding%20GRPE-2020-17%20%28EPPR%29%20Draft%20Amd%201%20to%20UN%20GTR18_OBD2.docx?api=v2).

# Durability

Document

* [DUR-01-01 = EPPR-29-12 (EPPR Sec.) Durability\_options\_in\_EU.pptx](https://wiki.unece.org/download/attachments/92013535/DUR-01-01%20%3D%20EPPR-29-12%20%28EPPR%20Sec.%29%20Durability_options_in_EU.pptx?api=v2" \o "Download)
* [DUR-01-02 = EPPR-31-07 (IMMA) Durability\_GTR\_draft\_2019-10-08.xlsx](https://wiki.unece.org/download/attachments/92013535/DUR-01-02%20%3D%20EPPR-31-07%20%28IMMA%29%20Durability_GTR_draft_2019-10-08.xlsx?api=v2)
* [DUR-02-01 (Japan) proposal for Dec4 telco\_20191129.pptx](https://wiki.unece.org/download/attachments/94044534/DUR-02-01%20%28Japan%29%20%20proposal%20for%20Dec4%20telco_20191129.pptx?api=v2)
* [DUR-02-02 (Japan) JASIC proposal\_EPPR-31-07 Durability\_GTR20191129.xlsx](https://wiki.unece.org/download/attachments/94044534/DUR-02-02%20%28Japan%29%20JASIC%20proposal_EPPR-31-07%20Durability_GTR20191129.xlsx?api=v2)
* DUR-03-01 (China) DF for motorcycle standard in China
* DUR-03-02 (IMMA) replacement pollutant-control device\_15 Jan 2020

Context

IMMA provided the first draft text: DUR-01-02.

Open points (a, b, ~~c~~, d):

* a) whether to include all L-categories in the scope or not (only L1 and L3)
  + Japan, IMMA: no, because no test procedure exists; to keep it aligned with GTR2
  + India: yes, because a test procedure could be easily developed.
* b) whether to include all fuels or not (only gasoline and diesel)
  + Japan, IMMA: no, because no test procedure exists; to keep it aligned with GTR2
  + India: yes, because a test procedure could be easily developed.
* c) fix DF
  + closed.
* d) whether to include replacement devices or not
  + Stances:
    - For inclusion: EC, AECC, MECA, UK.
    - Against inclusion: JPN, IMMA, China
    - Neutral: India

Discussion

Discussion was postponed to June meeting, for lack of time.

Action

IWG to provide comments on draft Durability GTR (DUR-01-02 = EPPR-31-07) and DUR-02-02 (Japan) by 08.06.2020, at least for Part 1 (General requirements) and 2 (Specific requirements)

* In particular, IWG to find an agreement on whether:
  1. to include all L-categories in the scope
  2. to include all fuels
  3. *closed*
  4. to include replacement devices (Annex 6) in the GTR.

CLEPA to provide their stance on d), as requested by EPPR Chair

# IWG Mandate

Documentation

[EPPR-35-02 EPPR IWG Draft\_terms\_of\_reference](https://wiki.unece.org/download/attachments/94047603/EPPR-35-02%20EPPR%20IWG%20Draft_terms_of_reference.docx?api=v2)

Context

In 2015, the mandate of the IWG had been extended from 2016 to 2020. Further extension needed.

* IWG mandate to be revised and replaced by two type of documents:
  + 1) a revised ToR of the IWG, listing all the activities of the IWG (GTR, corresponding UNR, Resolutions, etc.) with an estimated timeline of delivery. This shall be submitted to GRPE for endorsement.
  + 2) For each GTR, a request for authorization to develop/amend GTR work; ideally one authorization + one amendment to the authorization for each GTR. This shall be submitted to WP.29/AC.3.

Discussion

EPPR-35-02 was introduced from the Chair.

Action

Stakeholders were invited to send initial comments by 15th May.

* + If there are reservations, they will be considered at the June EPPR meeting.
  + If there are no reservations, EPPR-35-02 will be submitted to June GRPE session.

## 6.1 Roadmap

Context

Higher priority will be put on the transposition of GTR into UN R.

## 6.2 Max. power determination

Documentation

* [EPPR-31-10 (S.Korea) Opinion on testing method of Max. Power.pdf](https://wiki.unece.org/download/attachments/85295126/EPPR-31-10%20%28S.Korea%29%20Opinion%20on%20testing%20method%20of%20Max.%20Power.pdf?api=v2)
* EPPR-34-03 (S.Korea) Power loss

Discussion

Discussion was postponed, in the absence of the SK representative to EPPR.

Action:

* S.Korea to present their papers and to clarify their intentions and timeframe, possibly updating their former roadmap EPPR-22-15.

# Next meetings and key dates *(updated after the EPPR-35 session with latest news)*

* 3-4 June EPPR-36 webex only - timeframe to be confirmed
* 9-11 June GRPE in remote only; Wed.: EPPR status report and formal doc. on OBD2
* Mid Oct or Nov. EPPR f2f; venue TBD.

<https://doodle.com/poll/rebcwkbxvft9nei6>

* 20 Oct deadline for submission of formal doc to Jan GRPE

Discussion

The June EPPR session will be held only via webex, in line with the modality chosen for the June 2020 GRPE session. Taking the different experts‘time-zones into account, the timeframe of 11.30-14.30 CEST for both days are proposed.

Note post-session

After the EPPR-35 session, GRPE Sec. requested all IWG to advance their June meetings to the week before GRPE, instead of helding them in the same week of GRPE proper session. The EPPR-36

It is proposed to **re-schedule the next EPPR session** (EPPR-36) as follows:

* + Wednesday 3 June, 11.30 - 14.30 CEST – or earlier, if business concluded
  + Thursday 4 June,  11.30 - 14.30 CEST – or earlier, if business concluded

# Participants

Mr Adolfo Perujo EPPR Chair

Mr Hisakazu Suzuki EPPR Vice Chair

Mr Akamatsu IMMA

Mr Ian Ashdown IMMA

Mr Asish IMMA

Mr Basso IMMA

Ms Biber IMMA

Mr Claudio Chesi Uk

Mr Dhinagar IMMA

Mr den Ouden NL

Mr Desplenter IMMA

Mr Katano Hideo JPN, MOE

Mr Feroz Khan IMMA

Mr Kawamoto IMMA

Mr T. Kikuno JPN, MLIT

Mr F. Kimura JPN, JASIC

Mr Yoshiaki Kono JPN, MLIT

Mr Kumar Abhay IMMA

Mr Douglas Hannah UK

Mr Hastings IMMA

Mr Mendoza Villafuerte AECC

Mr Mitome IMMA

Mr Monohon CLEPA/MEMA

Mr Mori JPN JASIC

Mr Mahito Moriyama JPN, MOE

Mr Nakhawa India

Mr Karan Rajput IMMA

Ms Yuki TOBA JPN, JASIC

Mr Hitoshi Torii JPN, NTSEL

Mr Wakimura IMMA

Mr Wanli Yuan China

Ms Leveratto EPPR Secretary

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