

**India Proposal for
EPPR Regulation direction & other**

**(Informal document for EPPR 04 meeting)
Reference doc – EPPR-03-02e**

Revised Proposal from India for structure of GTR and ECE R (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 & CO2)	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) New ECE R-A	Annex II (1) to ECE R-A New ECE R-C	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) New ECE R-F	Annex II (1) to ECE R-C New ECE R-G	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 quadri cycles

Red font items – changes from India proposal as per document EPPR-03-02e

Revised Proposal from India for structure of GTR and ECE R (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) New ECE R-K	Annex II (1) to ECE R-F New ECE R-L	New GTR ϵ (2)
Type VIII (OBD)	First make	New GTR- λ Annex -I (1)	Annex II (1) to GTR - λ	New ECE R-H (2)
	Then transpose to	New ECE R-G Annex -I (1) New ECE R-M	Annex II (1) to ECE R-G New ECE R-N	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 quadri cycles

Red font items – changes from India proposal as per document EPPR-03-02e

Revised Proposal from India for structure of GTR and ECE R (3/3)

Test	Step	Applicable categories
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

Explanations for changes in India Proposal

- India agreed for covering Ln ($n=1$ to 5) in one regulation to reduce the number of regulations.
- India now realizes that in the case of ECE regulations, if one CP has to apply a regulation, he has to apply to all categories mentioned in that ECE regulation.
- This might create difficulties for some CP's who are interested in applying regulations to only some categories but not all categories covered in the scope of the regulation
- If this administrative difficulty is sorted out, India is open to revert to our proposal as per EPPR-03-02e
- India still prefers that the GTR and ECE R to be mirrors of each other so that subsequent progressions can be synchronized.

India position on proposals discussed during teleconference on 13th Sep 2013

- 1st priority would be given to Tail pipe emissions (Test type I), Evaporative emissions (Test type IV) and OBD (Test type VIII) - India, supports this proposal
- Priority for L1 and L3 categories - India, supports this proposal
- India proposes that proper attention need to be given to segregate L6 and L7 category vehicles (i.e. quadri-cycle) from current low powered class-1 light duty four wheeled vehicles classified in WLTP draft GTR
- India proposes formulation of appropriate test cycles for various L-category vehicles:
 - The current WMTC cycle is based on data for motorcycles (i.e. L3 category).
 - Similar, data would be required for other L-category vehicles to formulate the respective test cycles or at least to do a validation exercise

Thank You