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World Forum for Harmonization of Vehicle Regulations

Working Party on Pollution and Energy

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Item 4 of the provisional agenda

WORLDWIDE HARMONIZED MOTORCYCLE EMISSION TEST CYCLE

Proposal for draft amendments to global technical regulation No. 2

Submitted by the expert from the International Motorcycle Manufacturers Association

The text reproduced below was prepared by the expert from the International Motorcycle Manufacturers Association (IMMA) in order to introduce initial performance requirements into the existing global technical regulation (gtr) No. 2 on the Worldwide harmonized Motorcycle emission Test Cycle (WMTC). The modifications to ECE/TRANS/WP.29/2009/132 are marked in bold characters.

A. STATEMENT OF TECHNICAL RATIONALE AND JUSTIFICATION

At the fifty-eighth session of the Working Party on Pollution and Energy (GRPE), the text of document ECE/TRANS/WP.29/2009/132 was approved as the structure for the harmonized limit values. At that time, it was also agreed that the principal limit values should be introduced when approved as appropriate among the Contracting Parties to the 1998 Agreement with sufficient technical knowledge. It was understood that these discussions would start once the European Union Commission had prepared proposals for the next stage in their emissions regulations for motorcycles.

Since the fifty-eighth session of GRPE, there have been delays in the European Union schedule, which could result in a gap of two to three years before the harmonized limit values are agreed.

IMMA is concerned that during that time there will be a proliferation of different limit values to go with gtr No. 2 test cycles. There is already evidence of this trend.

The "Euro-3" limit values, to be included in gtr No. 2 test cycles, currently appear as the most severe at the global level. Therefore, IMMA proposes that these values should be introduced as the principal harmonized limit values, until such time that Contracting Parties agree on future limit values.

IMMA believes that introducing the "Euro-3" values at this stage will stabilize the implementation of gtr No. 2 and encourage Contracting Parties throughout the world to adopt the gtr sooner rather than later. Introducing the "Euro-3" values into gtr No. 2 will make it possible for Contracting Parties to avoid the lengthy process of establishing equivalence with their present requirements.

The introduction of the first harmonized limit values will also be a major step towards coordinating changes in emission legislation around the world, which is important for the industry at any time, but especially in the present economic situation.

As there seems to be general acceptance of the alternative limit values, which are included in ECE/TRANS/WP.29/2009/132, IMMA proposes that the square brackets around these values should be removed.

B. PROPOSAL

Document ECE/TRANS/WP.29/2009/132,

Paragraph 5.2., amend to read:

"5.2. The principal performance requirements

.....

Table 5-1: Limit values for gaseous emissions CO, HC and NOx

	CO	HC		NOx	
Vehicle Class	All	Class 1 and Class 2	Class 3	Class 1 and Class 2	Class 3
Limit values L_A g/km	2.62	0.75	0.33	0.17	0.22

....."

Paragraph 5.3.1., amend to read:

"5.3.1. First alternative performance requirements

.....

Table 5-2: Limit values for gaseous emissions CO, HC + NOx

	CO		HC + NOx		
Vehicle Class	Class 1 and Class 2.1	Class 2.2 and Class 3	Class 1 and Class 2.1	Class 2.2	Class 3
Limit values L_B (g/km)	1.87	2.62	1.08	0.92	0.55

....."
