



Transposition of GTR15 (WLTP) and GTR19 (Evap) into UN Regulations

**Update for GRPE from WLTP Transposition Task Force
May 2019**

Post-78th GRPE Update

- **WebEx and Face to Face meetings held**
 - **Good progress made towards resolving open issues, including:**
 - **Reference fuels for Level 2**
 - **Ambient Temperature Correction Test**
 - **Dual-axis dynamometer requirements**
 - **Remaining open issues include, amongst others:**
 - **Conformity of Production**
 - **Type 5 test (Durability)**
 - **Scope of UNR**
 - **Coastdown temperature**
 - **Type approval documentation**
- } Task Forces working actively to develop requirements for regional and top levels

Ongoing and future work plan

- **Continued working on draft regulatory texts**
 - Texts not yet at a stage to present as separate Informal Documents
 - Latest drafts have been uploaded to UNECE Transposition wiki page:
<https://wiki.unece.org/display/trans/04+-+Drafts+of+Regulatory+Texts+for+79th+GRPE>
- **Task Force meeting planned for 20th June 2019 - drafting**
- **Additional meetings to be arranged before 28th IWG (Sept 2019)**
- **All outstanding items to be resolved before or at the 28th IWG**
- **Final drafting in October 2019.**
- **Submission of Working documents by 21st October.**

Principle for drafting

- Some text common to all levels (no shading in example below)
- Level specific text – delete as appropriate for the level being drafted
- Example below of draft text to illustrate this concept

5.7.	Type 5 test (Description of the endurance test for verifying the durability of pollution control devices)
5.7.1.	This test shall be carried out on all vehicles referred to in paragraph 1. <u>to</u> which the test specified in paragraph 5.3. <u>applies</u> .
Level 2	The test represents an ageing test of 160,000 km driven in accordance with the programme described in Annex C4 to this Regulation on a test track, on the road or on a chassis dynamometer.
Level 1a	The test represents an ageing test of 160,000 km driven in accordance with the programme described in Annex C4 to this Regulation on a test track, on the road or on a chassis dynamometer.
Level 1b	<u>The</u> test represents an ageing test of 80,000 km driven in accordance with the programme described in Annex C4 to this Regulation on a test track, on the road or on a chassis dynamometer. For Light Motor Vehicles the test represents an ageing test of 60,000 km driven in accordance with the programme described in Annex C4 to this Regulation on a test track, on the road or on a chassis dynamometer.

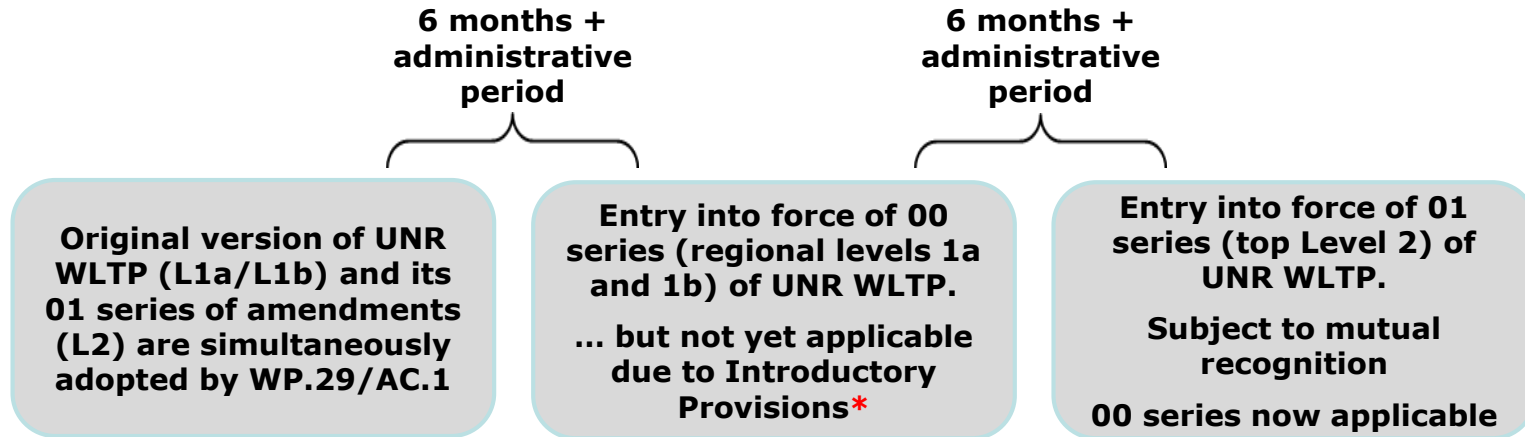
The four slides which follow illustrate the principles for how Series of Amendments (SoA) would 'work' when the UNR is introduced and then updated at later stages when any 'major' changes are made which would trigger the need for a new SoA

Information on slides which follow is based on 'Approach 2' to transposition, i.e.:

**SoA 00 = Level 1a and Level 1b
SoA 01 = Level 2**

Slides only cover 'major' changes – not 'minor' changes which would be dealt with in the usual way through Amendments/Supplements and Corrigenda (e.g. UNR83 Revision 5 - Amendment 7)

Approach 2 – Introduction of UNR WLTP

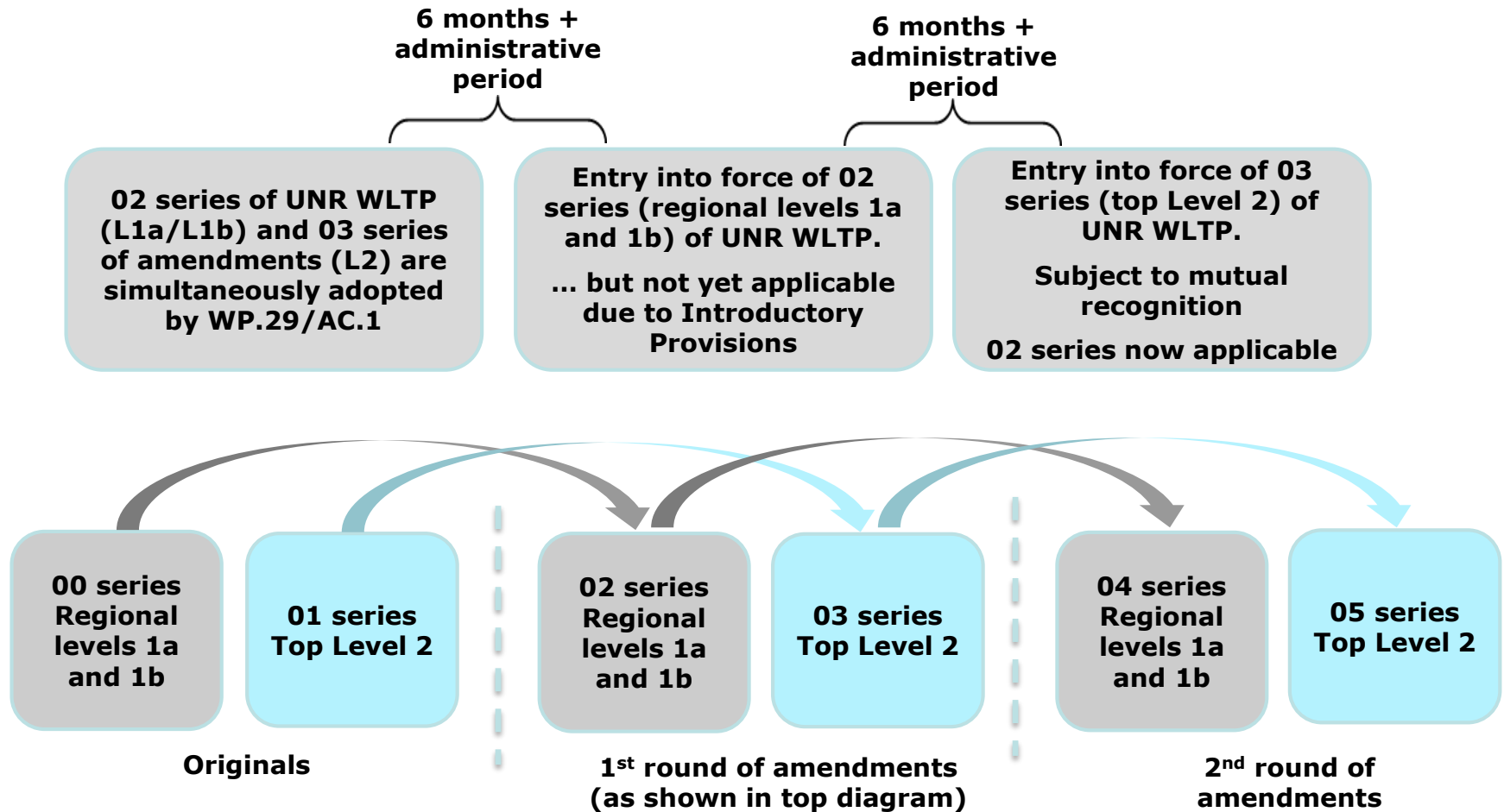


* The original version of the Regulation could contain introductory provisions as was the case for UNRs 116 and 117
e.g. *"As from the date of entry into force of this Regulation, Contracting Parties shall not grant type approvals according to this Regulation until [the date of entry into force of the 01 series of amendments]."* [Source: GRPE-73-26]

Discussion point

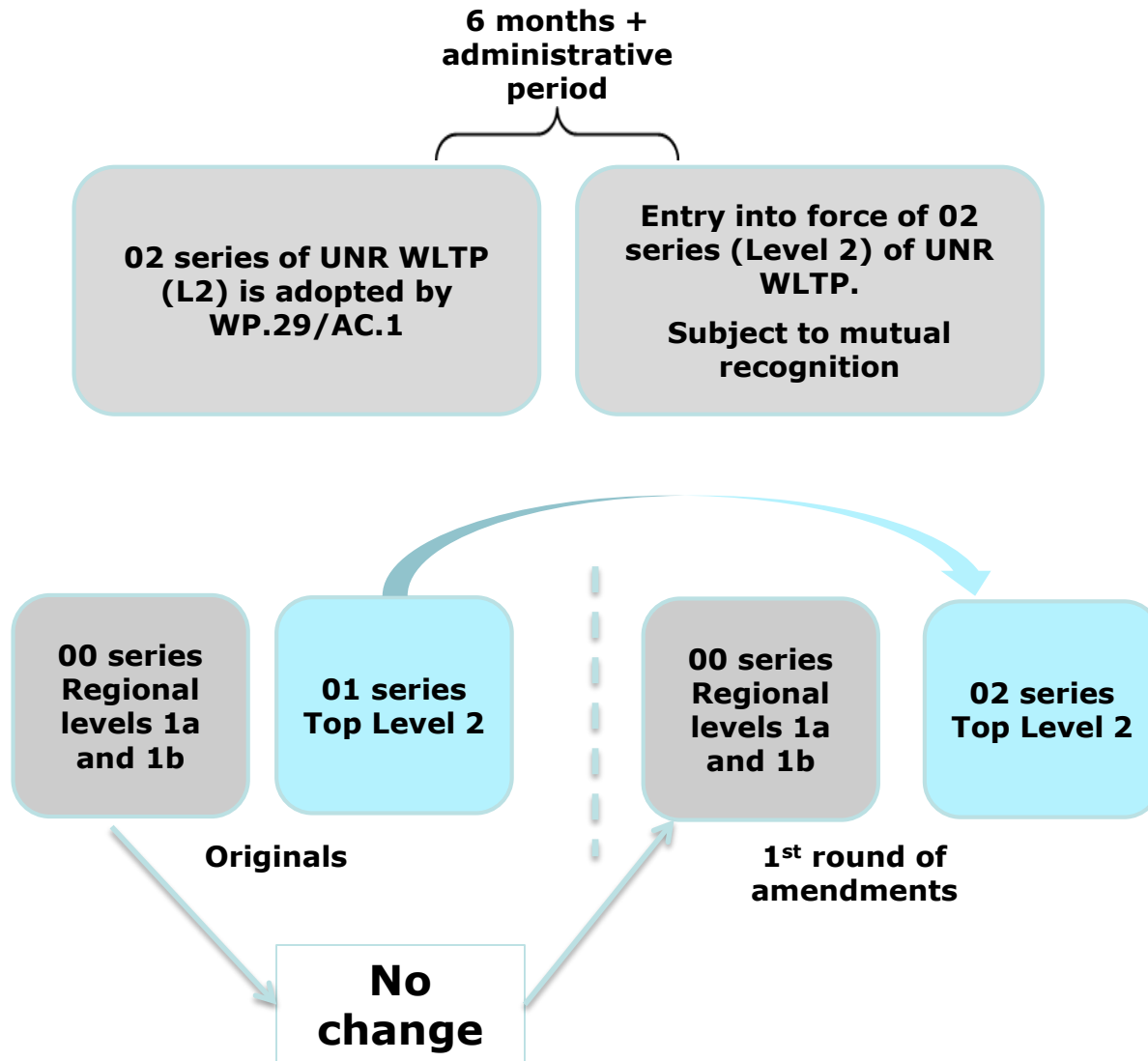
Could there be a situation where 'Special provisions' are needed in order to allow approvals to be granted to regional level before top level is in force?

Approach 2 – Principle for introducing a major amendment to L1a &/or L1b and also to L2

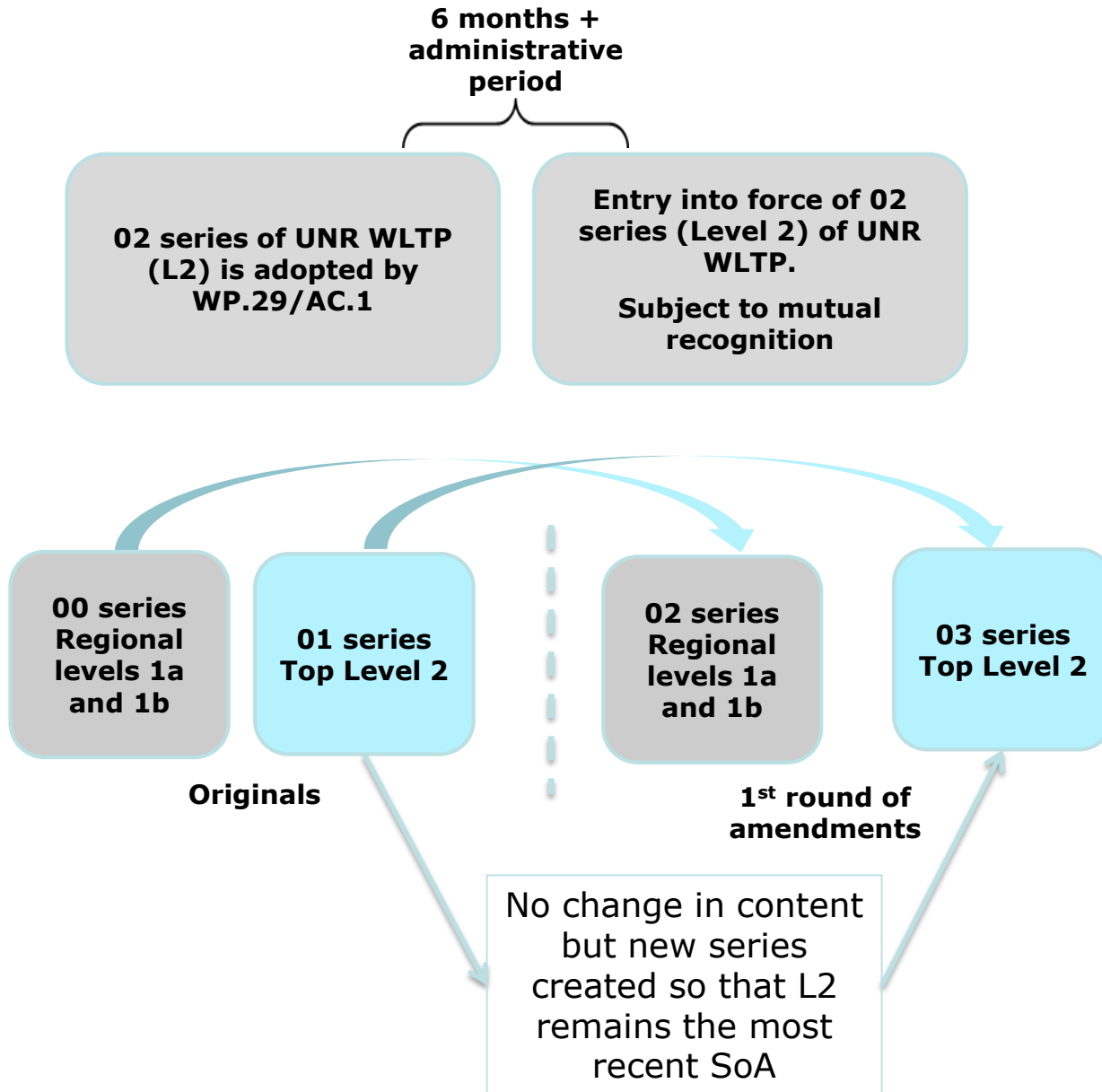


Example – if a new test is added to either of L1a and L1b, or both, and also to L2.

Approach 2 – Principle for introducing a major amendment to L2 only



Approach 2 – Principle for introducing a major amendment to L1 only



Working Documents for 80th GRPE

- UNR WLTP 00 Series
 - Level 1a (Europe regional option)
 - Level 1b (Japan regional option)
- UNR WLTP 01 Series
 - Level 2 (Top level requiring mutual recognition)
- UNR 83 08 Series
 - Will require a demonstration of approval to UNR WLTP so that the Type 1, Type 4 and Type 5 are covered
 - RDE will now be in a separate 'UNR RDE' and not UNR 83 08 series



Thank you for your attention

Questions?

Contact information

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