

DEVELOPMENT OF A WORLD-WIDE MOTORCYCLE EMISSION TEST CYCLE (WMTC) Status report

Step 1: GTR (without performance requirements)

Document TRANS/WP.29/2004/68 Rev.1 is on the agenda of 136th session of WP.29 / AC3 (June 2005) for voting. This document is based on:

- Technical Report of WMTC (TRANS/WP.29/2005/55).
- Informal document No. GRPE-49-11.
- China contribution: Informal document No. GRPE-50-3 (ID No. WP.29-135-11).
- Discussion of 135th session of WP.29.

Informal document No. GRPE-49-11 with the amendments to TRANS/WP.29/2004/68 was adopted at 49th session of GRPE. Regarding the discussion at 135th WP.29 the following additional amendments were introduced:

- Enlargement of part A. (statement of technical rationale and justification), based on a proposal by US.
- Based on a proposal by EC, in part B. the headlines of „1. Scope and Purpose“ and „2. Application“ were changed into „1. Purpose“ and „2. Scope“. This should be the standardized wording in future GTR's.
- A new text for section 5. (performance requirements) was introduced:
„When implementing the test procedure contained in this gtr as part of their national legislation, Contracting Parties are invited to use limit values which represent at least the same level of severity as their existing regulations; pending the development of harmonized limit values, by the Administrative Committee (AC.3) of the 1998 Agreement, for inclusion in the gtr at a later date.“

The proposal from Chinese delegation covers two items:

Concerning reference fuel, a Note 2 was introduced: „The use of one standardized Reference Fuel has always been considered up to now as an ideal condition for ensuring the reproducibility of regulatory emission testing, and Contracting Parties are encouraged to use such fuel in their compliance testing. However, until performance requirements (i.e. limit values) have been introduced into this gtr, China is allowed to define a different reference fuel to that specified in Annex 2 for its national legislation, to address the actual situation of market fuel for vehicles in use. The reason for the use of such a different reference fuel and the specification of the parameters shall be reported to the Secretary-General of UN.

Concerning gas-collection device (paragraph 6.5.3.1 and Note 3) the text was not amended as proposed by China, because it reflects the current discussion in the ISO group.

Step 2: Enlargement of the GTR regarding special driving behaviour (India) and performance requirements

A) India driving behavior

A first analysis of the Indian data was started by Mr. Steven from TÜV Nord (budget by India). This work has to be continued, and a detailed discussion of the results in the WMTC informal group seems necessary .

At this moment of the discussion a first conclusion can be drawn. To cover the special driving behaviour in countries like India in a future GTR, there will be no need to change the main parts (1, 2, 3) of the WMTC test cycle, as defined in the current GTR. In principle as a solution it is possible to introduce an additional cycle (or to change the special part 1), which then reflects special driving behaviour and/or vehicles with low performance.

B) Performance requirements

At this moment progress in discussion is impossible because of lack of data. As basis for analysis emission test results from vehicles with modern technology (e.g. fuel injection, three way catalyst) are needed. Test data will be provided by industry. But also the introduction of WMTC in the legislation of Contracting Parties of the 1998 agreement (see „5. performance requirements“ above) will bring experience concerning the possibility of harmonized performance requirements in future.

A concrete time schedule for step 2 of the GTR development cannot be estimated at this time.
