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Completion of the OCE GTR

The European Commission has been considering options for the completion of the OCE GTR. This note summarises our thinking of the best ways forward. During the meeting in Tokyo we would appreciate views of other contracting parties on the issues raised in order to identify the best way forward.

As part of this review, last year we asked consultants to review the OCE GTR and understand how it relates to European driving conditions. We have previously presented the interim results of this work at the last OCE working group meeting. For this meeting, we are circulating the final executive summary of the report, which has been substantially refined.

As a result of this study and a number of wider discussions with experts in Member States, a number of conclusions can be made:

- (1) The current WNTE will not provide extensive additional control over certain off-cycle emissions that are considered important for improving European air quality, such as urban driving.
- (2) As a result of the conclusion in (1), the WNTE as presently set out in the GTR does not provide a satisfactory approach for use as a European methodology for future on-vehicle, in-service emissions testing. We will need to examine alternative or additional approaches for this purpose.

These conclusions do not necessarily have significant implications for the GTR as the current OCE GTR text seeks to restrict itself to providing requirements for certification / type approval and does not seek to develop a harmonised approach for in-use emission testing. Therefore, for European type approval, the GTR needs to be considered as providing the basis of a laboratory based test procedure that can be used as part of the type approval process.

At present, European type approval procedures contains off-cycle provisions such as a '3 random point' test for NO_x. With the introduction of the WHDC, such provisions will need to be restructured to fit with the new test cycle. One option is to use the WNTE concept as the basis of new off-cycle provisions, including a replacement randomised test.

Development of the WNTE into a full laboratory procedure will require additional work for Europe to define how this should be applied.

This position raises a number of issues for the development of the OCE GTR:

- (1) The OCE GTR should clearly enable the use of the WNTE as a laboratory based type-approval/certification procedure. The structure and the wording of the GTR needs to be reviewed to ensure that there is no remaining uncertainty about this.
- (2) When using the WNTE as a laboratory based procedure, there is no need for the 30 second rule. This should be removed from the GTR.
- (3) Europe will need to develop alternative or additional procedures to test ‘off-cycle’ emissions during on-vehicle, in-service testing using PEMS. Therefore, another issue is whether these further procedures should be defined at a global level through a GTR.

Options include developing an extended version of the current OCE GTR, or development of a further ‘in-service testing’ GTR. Our preference is for a modular OCE GTR (such as the WWH OBD), which anticipates that additional requirements will be developed.

Agreeing such an outcome could be beyond the scope of the working group. However, the working group could make a recommendation to GRPE as to how to proceed on these issues.