THE NETHERLANDS
(N E D E R L A N D)

ANNUAL IN-SERVICE CONFORMITY REPORT

According to Commission Regulation (EU) 2018/1832, Annex 2, Appendix 4

Report number: RDW-ISC-2021-04

Manufacturer	: Suzuki Motor Company
Type	: AZ
Commercial name	: Swift
PEMS family	: 4-SMC-1-1
EVAP family	: EV-45-JSA-1
WVTA	: e4*2007/46*1205*04
Type approval number	: e4*715/2007*2018/1832DG*0875*03

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Type-approval Department

A. Quick overview and main conclusions

The selection of the ISC families was in line with section 5 of this report and the selected family is shown on the first page.

Main conclusions

The three vehicles produced by the manufacturer, mentioned above, submitted to In-Service Conformity tests (Type 1, Type 1a, Type 4 and Type 6) comply with the requirements. The elaborated test results can be found in section D, point 6.

B. ISC activities performed by the manufacturer in the previous year

(1) Information gathering by manufacturer

N/A responsibility for manufacturer

(2) ISC testing (including planning and selection of families tested, and final results of tests)

N/A

C. ISC activities performed by accredited laboratories or technical services in the previous year

(3) Information gathering and risk assessment

N/A responsibility for accredited laboratories or technical services

(4) ISC testing (including planning and selection of families tested, and final results of tests)

N/A

D. ISC activities performed by the granting type approval authority in the previous year

(5) Information gathering and risk assessment

The leading principles we apply to gather information and carry out a comprehensive risk assessment are:
- Gathering relevant information on possible emission non-compliances relevant for deciding which ISC families to check in a particular year.
- Conducting initial risk assessment based on gathered information to choose the ISC to be tested.

The steps we undertook to gather the relevant information and select the ISC families for testing.

1. Identifying relevant parameters to start collecting the information;
2. Gathering the information from e4 type approvals;
3. Collecting relevant data from e4 certificate holders (sales, ISC families, motor type, available ISC and CoP (WLTP) test results from OEM, eligible vehicles' availability);
4. Creating a database to collect and organize the relevant vehicle data.
5. Selecting the ISC families for testing.

(6) ISC testing (including planning and selection of families tested, and final results of tests)

Based on gathered information as explained in section 5 we have selected ISC families and produced a ISC test plan.

Our annual test scope and test plan was based on the 3 subjects:
1. Minimum amount of vehicles to be tested.
2. Minimum amount of ISC tests to be carried out.
3. Selected ISC families for testing.

Final test results

OEM	ISC family	Fuel	Vehicle	Tests	Test status
SUZUKI MOTOR CORPORATION	4-SMC-1-1	petrol	V3	type1	done
				type 1a	done
				type 4 (evap)	done
				type 6 (cold)	done
			V2	type 1	done
				type 1a	done
			V1	type 1	done
				type 1a	done

Figure 1. Overview of tests performed for this ISC family.

Type 1 (WLTC)	Emissions	CO [mg/km]	THC [mg/km]	NMHC [mg/km]	NO_X [mg/km]	$THC+NO_X$ [mg/km]	PM [mg/km]	PN [#·10¹¹/ km]
	Limit values	1000	100	68	60	--	--	--
Vehicle #1	Final values	257,9	27,8	25,5	8,2	--	--	--
	Final result	**Pass**						
Vehicle #2	Final values	405,6	34,5	31,7	9,2	--	--	--
	Final result	**Pass**						
Vehicle #3	Final values	334,3	30,9	28,5	7,1			
	Final result	**Pass**						

Figure 2.Test results of Type 1 test

Type 1 (RDE)	Vehicle #1			Vehicle #2			Vehicle #3		
Emissions	NOX [mg/km]	CO [mg/km]	PN [#·10¹¹/ km]	NOX [mg/km]	CO [mg/km]	PN [#·10¹¹/ km]	NOX [mg/km]	CO [mg/km]	PN [#·10¹¹/ km]
Urban trip conformity factors	0,2	n.a.	--	0,2	n.a.	--	0,2	n.a.	--
Total trip conformity factors	0,1	n.a.	--	0,2	n.a.	--	0,2	n.a.	--
Limit values conformity factors	2,1	n.a.	1+0,50	2,1	n.a.	1+0,50	2,1	n.a.	1+0,50
Final results	**Pass**			**Pass**			**Pass**		

Figure 3.Test results of Type 1a test

THC [g]	Hot soak	Diurnal day 1	Diurnal day 2	Final value
Measured values	0,0399	0,3833	0,5696	0,9928
Limit values	--			2,0
Pass/Fail decision	--			**Pass**

Figure 4.Test results of Type 4 test (EVAP)

Emissions	CO [g/km]	THC [g/km]
Measured values	4,99	1,07
Limit values	15,0	1,8
Pass/Fail decision	**Pass**	**Pass**

Figure 5.Test results of Type 6 test (COLD)

(7) Detailed investigations
Based on the obtained test results. The tested vehicles from the ISC family as mentioned above, did not require any further detailed investigations.

(8) Remedial measures
Based on the obtained test results, the tested vehicles from this ISC family did pass the ISC rules and did not require any further remedial measures. As per the established ISC rules the statistical folder for this ISC family is closed.

E. Assessment of the yearly expected emissions decrease due to any ISC remedial measures

N/A assessment will not be performed due to the answers provided in chapter 8 "Remedial measures"

F. Lessons Learned (including for performance of instruments used)

When collecting the relevant vehicle documents for testing purposes, we learned about the necessity of having information such as vehicle CoC and transparency lists, independently from the manufacturer prior to testing. In practice we had to reach out to the manufactures to obtain these data.

Finding the right vehicle was also a challenge for us and especially with the COVID situation.

G. Report of other invalid tests

N/A There are no reports with invalid test results

Date : 15-03-2022

Place : Zoetermeer