

The 11th DTP meeting was held on 25th to 26th of September 2012 at JRC, Ispra, Italy.

Update from VP2

The VTF coordinator presented the status of Validation Phase 2 (see doc. WLTP-DTP-11-03). Between April and mid-September, several Participating Labs (PL) carried out tests and uploaded the results to the JRC server. These results were collected by Heinz Steven and placed in a database that currently contains data on: conventional vehicles, AP, PM/PN during baseline tests .

H. Steven presented the database and showed how it works.

At beginning of October, new VP2 test results on EV/HEV and PM/PN during regeneration, will be uploaded to the JRC server. This will be followed by the release of a new version of the database that will allow all DTP subgroups to start the analysis of VP2 test results by week 43 of 2012.

By end of October/beginning of November, all remaining VP2 test results currently being performed (ACEA, India, LPVs) will be uploaded to the JRC server or provided directly to Heinz Steven. By mid/end of November respectively, the final version of the VP2 database for ICE/EV vehicles will be prepared and released, allowing the start of the assessment phase of VP2 test results.

In light of the revised timetable for the completion of the experimental part of VP2, the VTF coordinator proposed a new VP2 timetable, ending on week 2 of 2013. According to this new plan, the DTP subgroup and DHC will come to the GRPE conference in Geneva (week 3 of 2013) with a proposal to be presented at the DHC16/DTP12 meetings, just prior to the proper 65th-GRPE session.

LabProcICE expressed preliminary concerns to fulfil their evaluation tasks in due time.

Concerning Validation 3 (Road Load Determination), which has been included as a parallel activity within VP2, while acknowledging the Japanese proposal (WLTP-DTP-LabProcICE-143) , the DTP group asked that two additional issues be put under the scope of Validation 3: i) a literature survey of the equivalency among the three measurement methods for RLD that are present of the gtr; ii) the possibility to carry out RLD field test with the adoption of TMH and TML concepts with and without aerodynamic parts. With respect to the first point the chair of Lab-Proc ICE informed that Volkswagen offered to do a comparison of coast down and windtunnel/flatbelt method, Ford offered this with regard to the torque meter method. As for the RLD field tests with TMH and TML, there was no commitment from any of the participants to carry out tests or the provide existing data, so this point has been put on hold until next DTP meeting.

In order to keep the current WLTP roadmap, it was decided to start the preparation of the Confirmation Phase immediately under the responsibility of Ichikawa-san. The objective is to have a workable proposal for Confirmation Phase at GRPE-65.

1. Update from the AP Group

A status report was given by Oliver Moersch (doc. WLTP-DTP-11-08). The group considered, that no further validation is necessary for N₂O measurement and that sufficient validation results for NO/NO₂ are expected from VP2. Additional validation will however be necessary for NH₃, EtOH and aldehydes. Experts from the AP-group are in close contact to the DC to solve open issues and to give input to the DC in due time.

2. Update from the PM/PN Group

A status report was given by Celine Vallaude (doc. WLTP-DTP-11-09). She reported that the group focuses on open issues that can be solved on the basis of VP2 results. She indicated that probably not all open issues – especially regeneration issues - can be solved until the next GRPE due to missing evaluation data. Calibration issues are also postponed to 2013. However the group is confident that all open issues will be solved by the end of WLTP Phase I.

3. Update from the LabProClCE Group

A report was given by Stephan Redmann (doc. WLTP-DTP-11-06).

All open issues of LabProClCE are incorporated in the GTR draft document.

LabProClCE presented a list of open issues:

- Test room and soak area temperature:
As Europe proposes a temperature setpoint of 22°C and India and Japan propose a temperature setpoint of 25°C, there was no common solution. No final agreement could be achieved.
A probable compromise approach could be found in the combination of setpoint and tolerances. The issue will be discussed once again at the next DTP web conference.
A decision on the temperature setpoint is necessary to start the confirmation phase.
DTP invites all concerned parties to seek a compromise solution.
- Payload Factor
As the EU keeps to the former LabProClCE proposal (+15% for M₁ and +35% for N₁, based on statistical data from GB), Japan proposes +15% for M₁ and +17,3% for N₁ based on Japanese and UK statistical data. Japan promised to further explain their data in order to better understand the differences between the European and Japanese data.
G. D'Urbano promised to seek further national data.
It was reported that the average maximum payload for M₁ vehicles is approx. 400kg and for N₁ approx. 700kg.
There was a principle agreement on the general concept to use payload factors.
There was also a general agreement on the M₁ load-factor (+15%), but no final agreement on the N₁ factor could be achieved so far.
- Inclusion of aerodynamic options into the test mass approach from T&E/NL/ICCT:

LabProclCE generally accepted that minor aerodynamic options shall be included into the test mass concept, as long as the influence of the aerodynamic options in determining the test mass is acceptable low.

DTP discussed that the CO₂ effect of all aerodynamic options is expected to be approx. 5g CO₂/km.

As a possible alternative, the EU-COM proposed to determine the CO₂ effect of a specific vehicle by interpolating between the maximum and the minimum air drag coefficient (f_{2L} and f_{2H}).

The DTP group asked LabProclCE to prepare a decision taking into account simulation data which will be provided by General Motors and measurement data, if available.

EU-COM is asked to formulate its proposal of interpolating the air drag effect and present this to LabProclCE.

- Tyre Selection Criteria

At DTP 10, it was in principle agreed to choose the tyre from the worst rolling resistance class. A final decision shall however be based on the basis of the ICCT-study (see doc. WLTP-DTP-11-07). This study showed that the tyre effect for different rolling resistance classes is 2-5g CO₂/km (depending on vehicle weight and rolling resistance class). It further concluded that a rolling resistance classification scheme is helpful to overcome inaccuracies when determining the RR.

DTP decided to accept in principle the LabProclCE-Proposal to choose the tyre from the worst rolling resistance class. LabProclCE will further consider the additional criteria proposal from EU (see EU-Position document xxx).

- Proportional Fan Speed

As ACEA showed, that there is no significant impact between a fan speed of 120 and 132 km/h for the measured vehicle. LabProclCE therefore proposed to allow a speed tolerance of 10 per cent or +-5 km/h.

This proposal was accepted by DTP.

- RLD: Table of Running Resistances:

There was no acceptable proposal available at LabProclCE, but PSA will try to define together with JRC and India a commonly acceptable proposal. The issue will be kept on the agenda for LabProclCE.

- RLD: tyre condition: proposal from NL:

NL promised to consult tyre-experts. The issue will be kept on the agenda for LabProclCE.

VP2-Evaluation:

Konrad Kolesa presented the work on different VP2 evaluation issues. This evaluation work is mainly based on Lot 1-Database (17 vehicles and 7 labs). Several recommendations for GTR drafting were presented by LabProclCE-Subgroup.

The group acknowledged these recommendations. The following discussion turned around the point whether the tolerances and boundaries should rather reflect the future/best available test equipment or consider the worst case/worst lab equipment. In this context, Klaus Steininger recommended to take into account further progress of laboratory equipment. The design of the new test procedure will lead to an improvement of laboratory equipment.

DTP acknowledges the fact that an improvement of laboratory test equipment might become necessary.

LabProclCE stated that cycle allocation and mode construction will have an impact on measurement equipment, calculations, etc. Therefore DTP strongly recommends coming to a decision on cycle allocation and mode construction.

The group proposed to set up a small task-force with DTP and DHC experts to formulate a mode construction proposal to DHC and DTP. Ichikawa-san will set up this task force.

4. Update from the LabProcEV Group

Kobayashi-san gave a detailed progress report (see doc. WLTP-DTP-11-10).

Subgroup EV indicated that the results from VP2 will be analysed before the end of this year.

Subgroup ELab is directly in charge of conducting of the VP2-tests.

Many open issues have been solved or discussed, 15 open issues will be discussed in November.

A crucial point is the definition of a globally harmonised utility factor (UF) for PHEVs. US and Japan already apply a national UF. The EV group strongly asks for data especially from Europe and India to try to determine a uniform UF.

5. Update from the Drafting Coordinator

Serge Dubuc gave an overview about the status of drafting work (see doc. WLTP-DTP-11-11). The aim is to have a readable and complete version of the draft GTR text by the end of this year.

The group welcomed this huge amount of work and the progress made by the DC.

The DC coordinator asks for further feedback to the open issues.

6. Next meetings

A DTP audio/web conference will be held the 14th of December, 8h30 – 11h00 a.m (CET). The DTP subgroups and the VP2 Chair are asked to give an interim report. Furthermore, VTF will present a draft proposal on how to organize the confirmation phase together with participating laboratories and subgroups.

A DTP audio/web conference will be held the 8th of January, 8h30 – 11h00 a.m. (CET) The DTP subgroups and the VP2 Chair are asked to give a draft final report in the view of the upcoming GRPE-session.

DTP 12 will be held the 16th of January from 9 a.m. until 5 p.m. prior to next GRPE in January, 2013, Palais des Nations, Geneva, Switzerland.

All subgroup reports will be posted on the CIRCA and UN-ECE website:

<http://circa.europa.eu/Members/irc/enterprise/wltp-dtp/library?l=/&vm=detailed&sb=Title>

http://www.unece.org/trans/main/wp29/wp29wgs/wp29grpe/wltp_dtp10.html

For the wrap-up:

27.09.2012; GD,JS

DRAFT