

	Annex	Section	brief description	Necessary action (e.g. validation)	current status (as of NOV 2014)	reference documents	Progress from 2nd Dec 2014	JAPAN stance (as of 4th Feb 2015)
1b_1	main part	3.3.14	make definition more clear	amend or keep current description	VPSD working status was presented. Improvement of gtr description was proposed. On going.	WLTP-08-39e WLTP-08-45e	VPSD	follow VPSD discussion
2	main part	5.6.1.	CO2 family definition	depend on E-Lab. unique method	initial proposal was presented	WLTP-SG-EV-06-04e WLTP-SG-EV-06-05e	no action from Germany (mainly for ICE portion)	keep previous proposal
3	1	7.1.	Adaption to electrified vehicles	consider system power and maximum speed	<b>CLOSED</b> (EVE IWG take care of development of system power for EV)	WLTP-SG-EV-06-08	Impossible to complete during Phase1b (EVE responsibility)	Keep current gtr (no classification /manufacture recommend shift)
50	8	1.	RCB correction application	to be discussed, then modify if necessary	<b>re-OPENED</b> (new procedure was presented. CPs are requested to reply by 9th meeting)	WLTP-SG-EV-06-11e	JAPAN is working on ACEA proposal	Hot condition : Accept One factor within family : Make a decision with ACEA data (JAMA data indicates it's acceptable level, refer appendix_1)
51	8	3.2.4.2.2. 3.2.5.2.1 3.4.2.1.	mode selectable switch	to be discussed, then modify if necessary	Japan provide the initial proposal. Further discussion under SG is necessary	WLTP-SG-EV-06-06	EU : against JPN proposal WLTP-SG-EV-06-06	keep previous proposal with additional justification CS : predominant CD : most energy consuming mode
52	8	3.4.2.3.1.4.	End of EV range criteria <- WLTCity only for lower maximum speed	to be discussed, then modify if necessary	new proposal was presented	WLTP-SG-EV-06-07rev1	MLIT has concern on cycle modification due to inappropriate information for customer	Accept "downscale method" (motor peak power instead of engine power) due to influence on exH phase only. Still working on "capped speed"
53	8	3.5. NEW ?	FCV test procedure	to be developed	no progress	NA	JAMA provide draft scenario and gtr to ACEA for their review	Working on to sophisticate the draft gtr including ACEA comments. 1. Test method selection : appendix_3 2. Draft gtr : appendix_4
54	8	4.1.1.1. 4.1.1.3.	Necessity of this section	to be reviewed, then modify if necessary	<b>CLOSED</b> (delete 4.1.1.1. and keep 4.1.1.3.)	NA	DONE	DONE
55	8	4.2. 4.3.	Phase specific calculation formula including CD/CS combined value	to be developed	<b>CLOSED</b> (phase specific value is accepted)	WLTP-06-29e SG-EV-04-07 SG-EV-04-08 SG-EV-06-03-rev1	ACEA has concern on the vehicles which do NOT have CD cycle	only possible procedure is to conduct each phase test, but it's very rare case
56	8	4.4.2.2.	combined approach for Evs	to be developed	Japan provide their position to apply CA with additional conditions. Further discussion under SG is necessary	WLTP-SG-EV-06-04e WLTP-SG-EV-06-05e	waiting for consensus within ACEA	waiting for consensus within ACEA
57	8	Appendix 5	Utility Factor	to be developed	EU provided their regional UF Harmonized methodology to develop UF is requested	WLTP-SG-EV-06-12	request to develop harmonized method	Agreed to refer SAE method and no need to develop the harmonized method
58	8	Appendix 6	PEV shorten test procedure	to be developed	Under the EV SG discussion. Draft conclusion will be delayed.	WLTP-SG-EV-06-09 WLTP-SG-EV-06-10	no progress	no progress
60	complete gtr	ALL	editorial changes, general review insert Phase1b works		on going	WLTP-08-04-rev1e WLTP-08-39e WLTP-08-40e WLTP-08-45e	working on FCV gtr	in addition to FCV gtr, working on reviewing the other descriptions (refer appendix_5)
P2_1	General	all	make a decision of Phase2 working items	to be developed	starting note was presented Feedback from CPs and OICA is expected by the end of Feb. 2015	WLTP-08-41e WLTP-08-41e_annex	consider based on EVE reference guide	WLTP WG responsibility