

	brief description	detail	E-Lab. AGREEMENT	JAPAN (as of Apr 2015)	JAPAN (as of Jun 2015)	EC	ACEA	current status (as of APR 2015)	reference documents
2	Interpolation family definition	Rcdc	tbd	same	accept ACEA proposal without having a Rcdc value of individual_vehicle.(if necessary, discuss during phase2)	?	allow up to 1 more Rcdc	initial and counter proposal are under the discussion under EV-SG	WLTP-SG-EV-06-04e WLTP-SG-EV-06-05e WLTP-SG-EV-08-04e
		others	↑	tbd	accept ACEA proposal with adoption of description of NV ratio	?	propose the modified gtr		
3	Adaption to electrified vehicles		tbd (phase2)		discuss after system power is available	?	?	CLOSED (EVE IWG take care of development of system power for EV)	WLTP-SG-EV-06-08
50	RCB correction application				provided the feedback on ACEA proposal		propose the modified gtr	CLOSED (develop under warm-up condition, apply whole phase factor to each phase, represent Vehicle_H factor within family)	WLTP-SG-EV-06-11e WLTP-SG-EV-02-02e WLTP-SG-EV-08-02e
51	mode selectable switch		E-Lab:Predominant IWG:first priority is to select the modes which are able to follow the cycle	Predominant	vehicles which can follow the cycle : Predominant others : city cycle only (appendix1)	vehicles which can follow the cycle : Predominant others : reference cycle (produce highest energy cycle demand)		Initial and counter proposal were presented. Further discussion under SG is necessary	WLTP-SG-EV-06-06 WLTP-SG-EV-08-06
52	End of EV range criteria <- WLTCcity only for lower maximum speed		apply downscale method only	←	apply downscale method only (city cycle only for vehicles which is not able to follow the H/ex-H phase)	starting note : test with capped speed but no data is available for the capped phases and whole cycle		EV-SG has made a decision to apply downscale method, but capped speed is under the discussion	WLTP-SG-EV-06-07rev1 WLTP-SG-EV-07-10
53	FCV test procedure		submitted gtr draft					CLOSED (Gravimetric method is accepted as reference method, pressure and flow method are candidate methods, OVC-FCHV will be handled during Phase2)	WLTP-SG-EV-07-05 WLTP-SG-EV-07-06
54	Necessity of this section							CLOSED (delete 4.1.1.1. and keep 4.1.1.3.)	NA
55	Phase specific calculation formula including CD/CS combined value	how to treat transition cycle	tbd	tbd	need (in line with whole cycle calculation)	?	not necessary	re-OPENED (calculation formula is under the discussion to improve linearity)	WLTP-06-29e SG-EV-04-07 SG-EV-04-08 SG-EV-06-03-rev1 SG-EV-08-03
		how to handle CS phases during transition cycle	tbd	tbd	not necessary (hard to define CS condition at each phase basis and complicate cal. formula)	?	tbd		
56	interpolation approach for Evs		tbd	NOVC-HEV&PEV: SG-EV-08-03 OVC-HEV : tbd	NOVC-HEV&PEV: SG-EV-08-03 OVC-HEV : SG-EV-06-05 without having individual_vehicle Rcdc	?	reserve by VW	EV-SG has made a decision to apply CA. Detailed procedure needs to be developed	WLTP-SG-EV-06-04e WLTP-SG-EV-06-05e WLTP-SG-EV-08-05e
57	Utility Factor							CLOSED Allow regional UF based on each CP policy. Refer SEA method to develop UF.	WLTP-SG-EV-06-12 WLTP-09-06-rev1e
58	PEV shorten test procedure	CSC _E	tbd	SG-EV-08-03 (3 ~ 15 km)	←	?	set based on UBE	Concept was accepted under the EV SG. Concrete procedure need to be developed.	WLTP-SG-EV-06-09 WLTP-SG-EV-06-10 WLTP-SG-EV-08-03
		CSC Speed	tbd	SG-EV-08-03 (w/ex-H : 100 km/h w/o ex-H : 80 km/h)	←	←	reserve by VW		
		applicability	tbd	SG-EV-08-03	←	←	reserve by VW		
60	editorial changes, general review insert Phase1b works				eliminate unnecessary parameter (4.3.1.1. UF weighted AC EC 4.3.1.3. CD AC EC)			Established drafting group for finalise Phase1b gtr. WLTP-08-45e was adopted during 9th meeting	WLTP-08-04e WLTP-08-39e WLTP-08-40e WLTP-08-45e WLTP-09-18e WLTP-10-04/34/35/36e
P2_1	make a decision of Phase2 working items							Basd on feedback from CPs and OICA, common position was accepted by IWG. Draft ToR is expected by #11 meeting.	WLTP-08-41-rev1e WLTP-08-41e_annex WLTP-09-42e WLTP-09-20e WLTP-10-38-rev2/39e