

Summary of the remaining issues

13th WLTP IWG
January 2016

WLTP Phase1b remaining items

Annex	Item	description
Annex 2	n_min_drive	Continue the discussion of proposals from Phase1b.
Annex 4	Max. # of split run.	Necessity of limiting maximum # of split run for coastdown test.
Annex 4	Tyre selection	Label value? or Measured value?. Resume discussion if necessary, after analyzed data available.
Annex 4	Radius correction on dyno	Improve the formula or coefficients.
Annex 5	Additional pollutant	Bag sampling method for ethanol.
Annex 7 Annex 8	Post processing	Calculation process for OVC-HEV(charge depleting) and PEV.
Definition	Defeat device	Definition for defeat device.

Unsolved item

Open points from #12 IWG

Issues found after #12IWG

WLTP Phase1b remaining items

Annex	Item	description
Annex 4	Acceleration ratio on dyno	Acceleration rate during road load determination process on chassis dyno. (Included to OICA proposal for #72 GRPE)
Annex 4	Fixed run	Clarification of number of runs and calculation process. (Included to OICA proposal for #72 GRPE)
Annex 4	Additional cooling fan	With TA approval additional fan should be allow to use for proper cooling.
Annex 4	alternative roadload determination process.	JSAE is developing the alternative method which allows to measure a "difference" of vehicle friction on dyno.
Annex 6	Ki family	Addition of "same applicable test cycle" to family criteria was proposed.
Annex 1	Power to mass ratio	Power to mass ratio is calculated by "running order" which is 75kg heavier than "unladen mass" which was originally used for the classification.

Unsolved item

Open points from #12 IWG

Issues found after #12IWG