

Minutes of the 13th WLTP IWG Meeting

Location: Geneva, Suisse, Palais de Nations

Date & Time: January 11th –12th 2016

14:30 – 17:30, 9:30 – 17:30

1. **Welcome & organization:** Vice Chair K. Kobayashi welcomed the IWG WLTP and excused the Chair Stephan Redmann, who could not attend this meeting.
2. **Adoption of agenda & minutes:** Agenda (WLTP-13-02e) was adopted without alterations.
 - Minutes 12th IWG WLTP meeting (WLTP-12-33e) were presented and adopted.
 - **Review of Open Issues Table Phase 1B:** OIT update since 12th IWG meeting (WLTP-13-03e) was presented by **N. Ichikawa**. Summary of the remaining issues from Phase 1b and transfer to Phase 2 item list (WLTP-13-04e) were explained by **N. Ichikawa**.
3. **GTR - GRPE working document (GRPE/2016/3)**
 - Overview on GTR development: Progress report by Drafting Coordinator, **S. Dubuc** (WLTP-13-12e) was presented by **B. Coleman**. Introduction of main changes to GTR No 15 and review of changes since finalization of GTR 15 Phase 1B: Additional amendments and corrections were introduced after IWG meeting #12, e.g. data post processing, finalization of definitions, number of tests, fixed run method, test method of hydrogen fuel cell vehicles. Annex 8 was rewritten for better readability. GTR 15 document is presented for adoption in GRPE.

4. GTR - GRPE Informal document (GRPE-72-xyz) :

Amendments/corrections to GRPE working document

- Proposal (WLTP-13-05e, -05e appendix) on editorial amendments was explained one by one by **B. Coleman** (OICA).
- Setting of the product of speed and acceleration of $6 \text{ m}^2/\text{s}^3$ for dyno load setting as a minimum value was accepted by the IWG.
- Rounding of significant numbers of data for processing and declaration was discussed. Japan requires a higher resolution of CO_2 for calculation of fuel consumption. Proposal for consistent handling will be developed by OICA during WLTP phase 2a.
- India gave comments on the gtr (WLTP-13-15e). The definition of maximum speed declared by contracting party and not by regional legislation was questioned by India. Justification was given by Japan and OICA. IWG concluded the current gtr text to be kept. An update of the technical report will be initiated to explain the reasoning.
- Handling of 4WD-vehicles (proposal of I. Riemersma, WLTP-13-xyz): India requested the inclusion of testing possibility of a 2WD vehicle as well on the dual axis chassis dynamometer. Proposal will be further discussed in WLTP Phase 2.
- No objections by the IWG to the other presented amendments. All adopted amendments will be processed by B. Coleman and included in the OICA document for adoption in GRPE and inclusion in gtr 15.

5. Technical Report to GTR No 15 (GRPE-72-02)

- Introduction of the Technical Report was given by **I. Riemersma** on behalf of EU Commission. Phase 1A report was updated where needed and restructured. Additional elements of Phase 1B were added. India supported the report but asked for a comment on inclusion of class 1 and class 2 electrified vehicles in WLTP Phase 2. IWG supported this proposal, adopted the technical report and appreciated the thorough work of I. Riemersma.

6. Round Robin Exercises

- Reports on the European and Asian exercise were presented by **C. Vallau** and **T. Haniu** (WLTP-13-06e / -07e). Japan gave a status on project timing. Project will be delayed by 2 months due to customs proceedings. First results and recommendations were presented on emissions, drive trace indices, and lab equipment. India requested to evaluate the cooling effect of different lab fan equipment on engine coolant.
- EU RRT report stated a short delay of one month. Intermediate results show a good repeatability on CO2 after eliminating outliers. Problems occurred with RCB corrections due to imprecise equipment and low measurement frequencies. Improvement is to be made by clarifications of gtr text, training of lab experts and use of equipment as defined in the gtr.
- EPA confirmed readiness to test one EU RRT vehicle.

7. WLTP Phase 2

- Introduction of mandate document (WP.29-167-29) by **EC / Japan** was presented by **K. Steininger**. Proposal for scope and separation in two phases was discussed and welcomed.
- Proposal for organization of phase 2 (WLTP-13-08e) was presented by Japan.
- IWG thanked for the support through the leaving leading team members (Vice Chair K. Kobayashi, Subgroup EV Chair N. Niikuni and Co-Technical Secretary K. Kolesa) during WLTP Phase 1B and welcomed the new members of the leading team for WLTP Phase 2 (Vice Chair D. Kawano, Subgroup EV Chair N. Mizushima and Co-Technical Secretary M. Bergmann). OICA offered **M. Naegeli** as co-technical secretary for the subgroup EV, which was accepted by the IWG.
- Proposal of Japan for the organization of task forces is supported by EU and accepted by the IWG. Interested parties are invited to contribute to the task forces.

Proposal of Japan to lead Cycle TF, Evap TF and OBD TF is accepted by the IWG. EU offered to lead Supplemental TF, Durability TF and In-service TF, and

also asked if India has an interest to lead any TF. India will discuss this internally and get back to leading team. EU also expressed that they would like to lead the Normalization issue which currently belongs to the cycle TF to be led by Japan. This need to be discussed between EU and Japan for the responsibility.

- Proposal for Working Items and Schedule (WLTP-13-09e) was presented by **N. Ichikawa**. Open issues from phase 1B: Annex 4 items will be handled by the TF of phase 1B. Additional pollutants will be looked for by **C. Astorga**.
- Chair **S. Redmann** asked for clear terms of reference (direction, in which the CP wants to go for in developing the gtr) for each task force in order to achieve the target in the limited foreseen time. OICA asks for integration of a drafting taskforce and early inclusion of a drafting coordinator. EU supports the comments and seeks to provide a drafting capacity, but proposes a readjustment of end of phase 2a to mid of 2017. To be discussed by IWG leading team and reported to GRPE.
- Working issues to be decided upon - (WLTP-13-10e) was presented by **N. Ichikawa**. A questionnaire was developed, explained and will be circulated by Japan to the Contracting Parties and other stakeholders after GRPE 1/2016.
- Document Quick start on Evaporative Taskforce (WLTP-13-11e) was presented by **T. Fujiwara**. Japan asks for one harmonized Evap procedure for mutual acceptance, to be developed until end of 2016. Monthly TF meetings will be scheduled by Japan. USA supports a harmonized fuel specification and asks for durability including ethanol components and for allocation of leak detection. Leak check will be handled by OBD task force.
- EU welcomes the proposal and offers support with developed amendment of evaporative regulation. OICA supports the envisaged harmonization effort by Japan and EU. OICA also made a advice to gather the purge rate data so that this issue can be discussed quickly in the TF. Separation/overlap of WLTP & EVE issues: Oral status report was given by EVE IWG Chair **M. Olechiw**. The scope of the different task forces were explained including a roadmap.

8. Meeting schedule

- 14th WLTP IWG Meeting will be held in March/April 2016. The date & location are TBD.
- Persons interested in joining task forces should contact the leading team.
- 1st audio/Web Meeting of Evap TF , end February /early March 2016

K. Kolesa

(Co-Technical Secretary of WLTP IWG)