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WLTP 16th *Reporting on Low & Realistic Winter Temperature Task Force*

Kick-off meeting

M.C. Astorga-Llorens

Ispra-Italy, 12-13 September 2016

European Commission

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Low Temp Task force Agenda	
Date	***September 2016*** From Monday,12th at 10:30 h to Tuesday 13th at 15:30h
Title	Low Temp Task force ***Kick-off meeting***
Informal Document	***Agenda Low Temp TF 2016-09-01***

Location: ***Room Hermes; Visitors centre - Ispra***

12th September

Time	Agenda item	Lead/ contributions	Working Document
10:30	**Welcome Coffee and networking**		
11:00	Introduction and presentation of Terms of Reference; Mandate (Background & purpose)	Coordinator JRC	ToR WLTP doc 14-14e

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Low & Realistic Winter Temperature Task Force

Terms of Referece:

WLTP 14th meeting (doc no. 14)

1. Background
2. *Mandate &*
3. *Terms of Reference*
   - *3.1 Subgroup LowTemp-Emis &*
   - *3.2 Subgroup LowTemp-Range*

Monday

Tuesday

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WLTP Phase 2a

Supplemental tests

Boundary Conditions

Low and realistic winter temperature

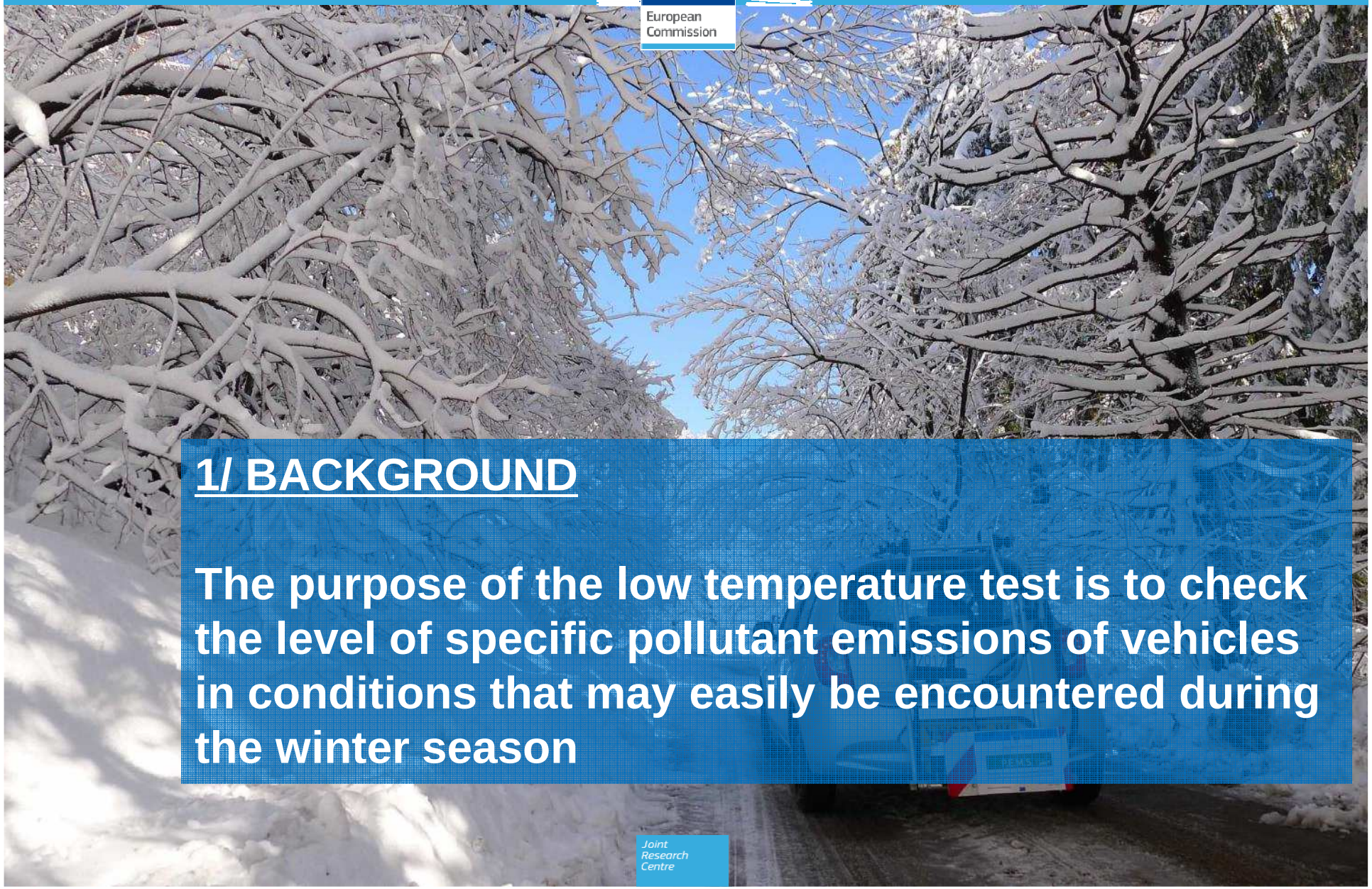
Correction of R/L and fuel specifications

WLTP Phase 2a

WLTP 14th PARIS, April 2016
Document WLTP 14-14e (ToR Low Temp TF)

See document

M I N U T E S of the 14th WLTP IWG Meeting WLTP-14-24e



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1/ BACKGROUND

The purpose of the low temperature test is to check the level of specific pollutant emissions of vehicles in conditions that may easily be encountered during the winter season

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Mandate of the Low-Temp Task Force

be chaired by the European Commission;

be open to all experts, stakeholders and CP representatives that have an interest in WLTP;

act as a platform for the exchange of information and contributions of stakeholders, to be discussed and agreed during the development process;

Mandate of the Low-Temp Task Force (2)

develop a harmonised low temperature test procedure (Type 6 test) for the assessment of the **emissions** of specific pollutants in conditions that may be easily encountered during the winter season;

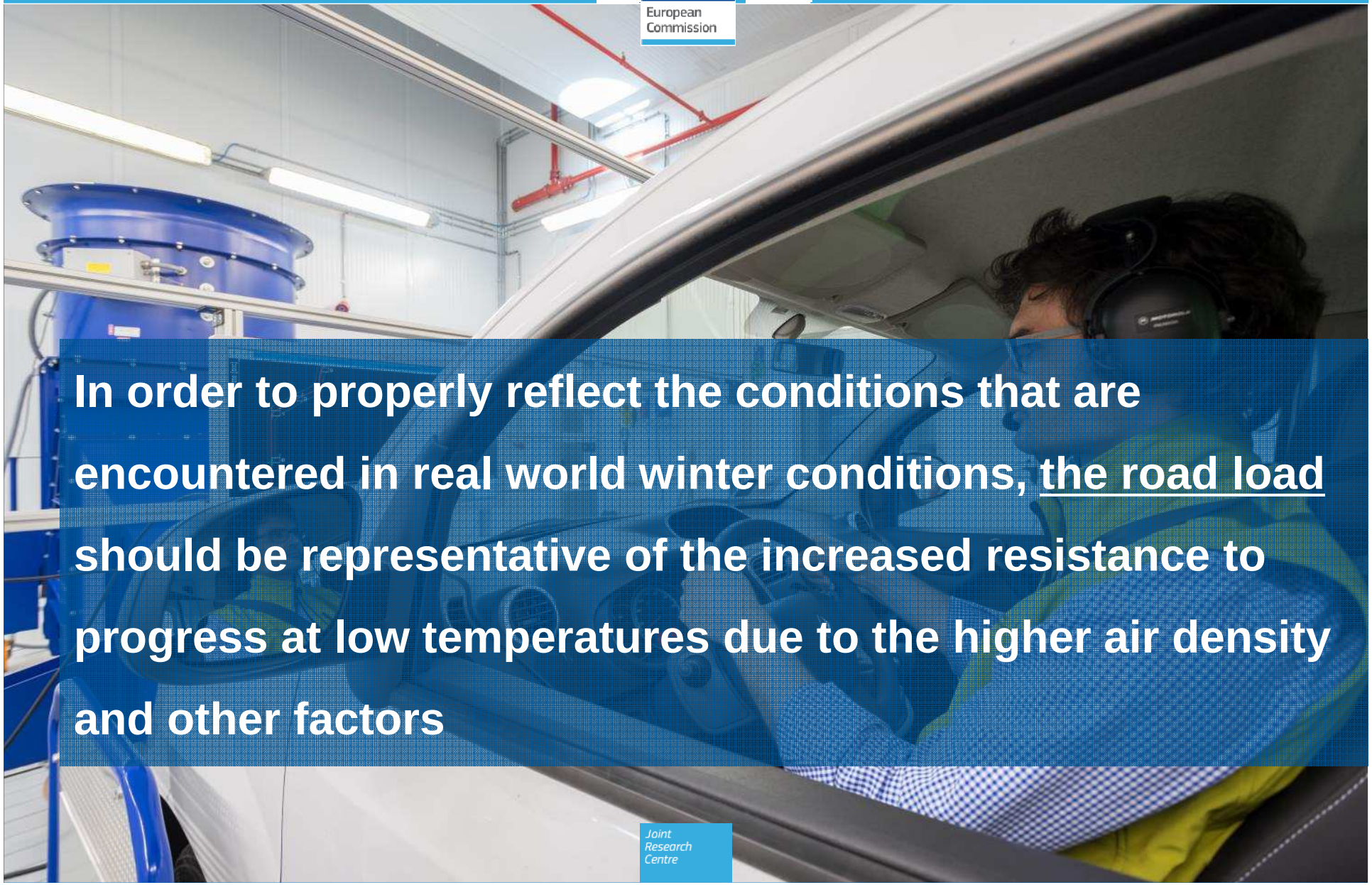
propose a harmonised test procedure to assess the impact of low temperatures on **the range of electric vehicles for a proper information of the consumers;**

Mandate of the Low-Temp Task Force (3)

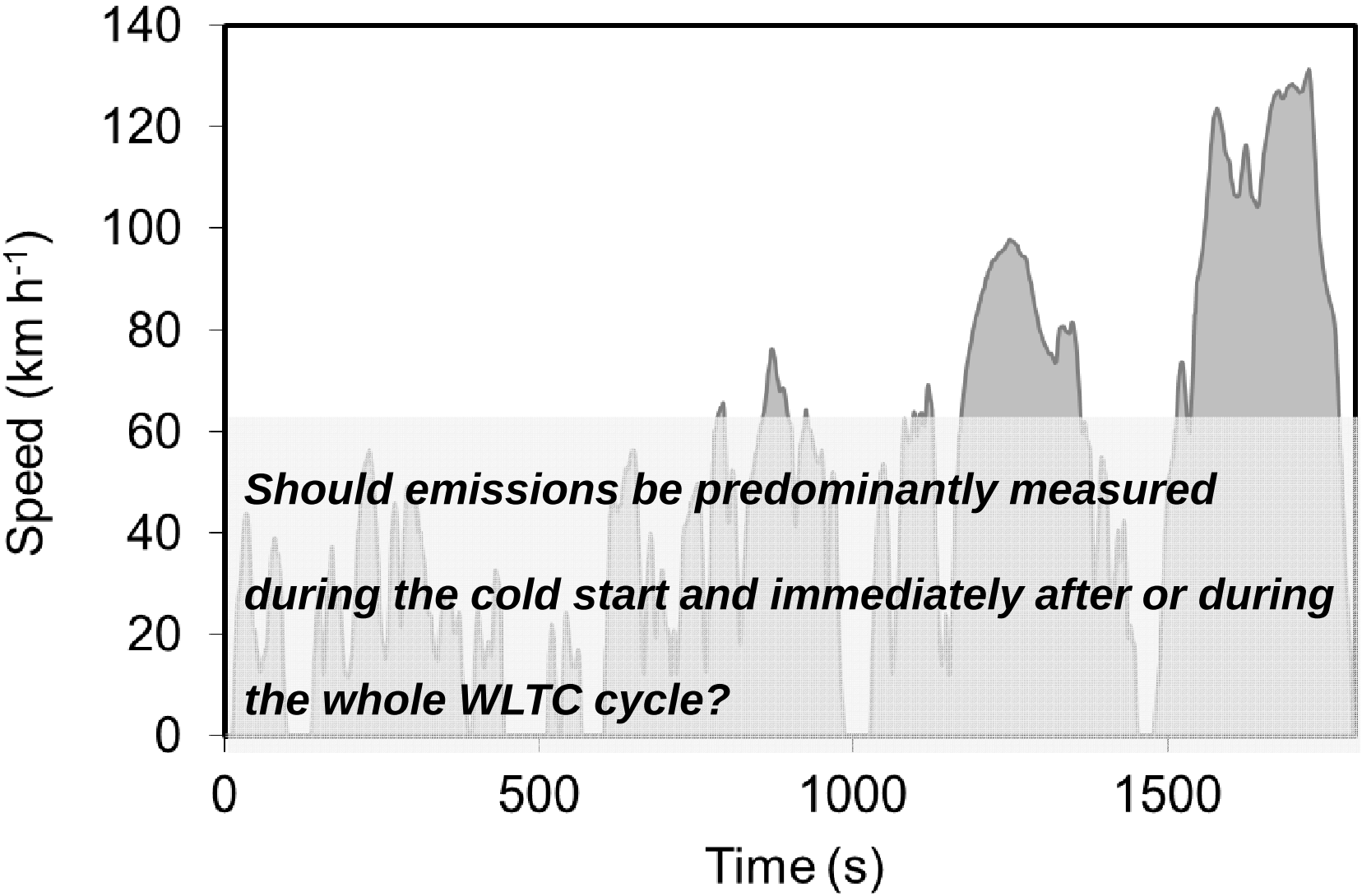
report to the WLTP-IWG on the progress; deliver technical advice and a GTR text proposal;

focus only on the technical issues regarding the procedure to be developed, while political decisions are made at the WLTP-IWG level.

Test procedure should assess the impact of low temperature on <u>the efficiency of after-treatment</u> devices or other emission control technologies.



In order to properly reflect the conditions that are encountered in real world winter conditions, <u>the road load</u> should be representative of the increased resistance to progress at low temperatures due to the higher air density and other factors



Should emissions be predominantly measured during the cold start and immediately after or during the whole WLTC cycle?

Low temperatures largely affect the range of electrified vehicles as a consequence of a reduced efficiency of the battery and also due to the additional energy consumption from auxiliaries (i.e. heating system).

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WLTP 16th: *Reporting on the Low & Realistic Winter Temperature Task Force* ***Kick-off meeting DAY 2***

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Ispra-Italy, 12 September 2016

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Presentation of 2 subgroups as defined in the ToR

Subgroup LowTemp-Emis

Subgroup LowTemp-Range

one in charge of the procedure for assessing the pollutant emissions in conventional and electrified vehicles (**LowTemp-Emis**)

the second in charge of the procedure for assessing the impact of the low temperature test on the range of electrified vehicles (**LowTemp-Range**)

3 October 2016

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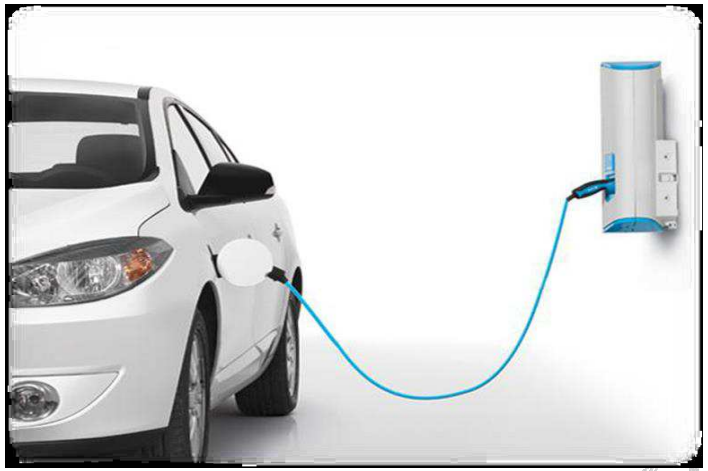
Proposal not accepted:
Only one group?

(See minutes of the kick off meeting)

One single group: in close collaboration with the EV group for what it refers to Low Temp and Range?



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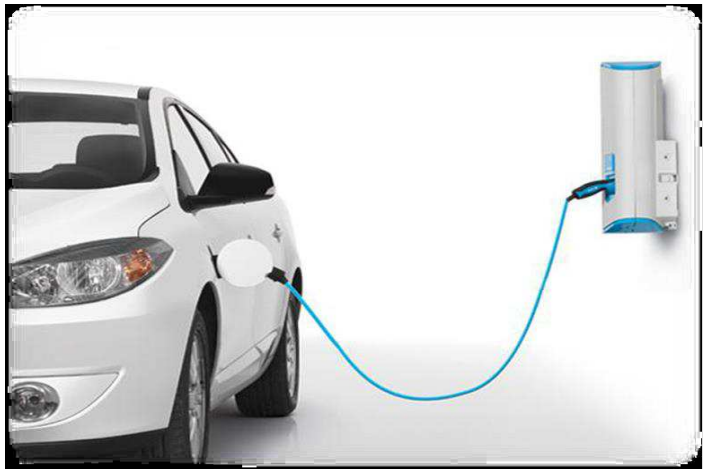
For both subgroups a general approach is proposed which can be adapted to the specific purpose of each deliverable

• Start with an analysis of the existing normative and literature on the method;		
• Prepare a **comparative analysis amongst the different regional** procedures;		
• Propose a way forward for the development of a harmonized procedure, including considerations on whether **there is need for experimental activities** and to what extent;		
• Develop the **harmonized method**;		
• **Validate** the method		

Timing

For subgroup LowTemp-Emis
(to be agreed)

For subgroup LowTemp-Range
(to be agreed)



WLTP Phase2 Working Items and Schedule

note) Completion timing of Phase2a may have a chance to be shifted based on each item progress

Working Items						Schedule		
Sub-Group Task Force	secondary category		brief description	remark	collaboration with EVE	2017 74th GRPE		2020 80th GRPE
gtr amendment						Phase2a		Phase2b
CYCLE TF								
	Classification&Gear shift	Annex1&2	downscale/gear shift per system power of HEV		✓ Germany/ Korea			✓
	Power to mass ratio n_min_drive	Annex1&2	Definition of mass VCC proposal for n_min_drive	carryover from Phase1b		(✓)		
	Normalization	Annex7	mainly ICE (remaining item)	ICE vehicles : completed by EU Electrified vehicle : JAPAN will				✓
	Drive Index	Annex6	Collaborate with "Normalization"	re-visit necessity of trace index when apply normalization				✓
Supplemental Test TF								
	Boundary Conditions	Annex6						
	Low & Realistic Winter Temp		correction of R/L and fuel specification	Option		(✓)		
	High Altitude					(✓)		
	Auxiliary Devices	Annex6						
	MAC		vehcile test ? Component evaluation ? Simplified test ?					✓
	others		vehcile test ? Component evaluation ? Simplified test ?	Electrified vehicle : JAPAN will lead				✓
	Eco-Innovation	new Annex		i.e. sailing …..				✓
	Crankcase & Idle Emissions	new Annex				(✓)		
EVAP TF		new Annex		strong desire to develop gtr by 74th GRPE		✓		
Durability TF		new Annex						
	ICE		pollutants only (rapid aging method)			(✓)		

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