



WLTP-19-10e

## *WLTP Phase 2*

# *Durability Task Force* **Update**

Geneva, 6 June 2017  
19<sup>th</sup> WLTP IWG meeting

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# Overview of actions and timing (1)

## **Action 1**

The JRC has started to test a gasoline vehicle to measure the thermal load on the TWC during the SRC and the WLTP.

These initial tests are highlighting, among other things, some interesting effects of the driving style (for the same cycle) on the thermal load.

These tests will continue with a diesel vehicle.

# Overview of actions and timing (2)

## **Actions 2 & 3**

The Gasoline and Diesel teams have started their literature search:

- Aging mechanisms causing deterioration of (existing and under development) ATS and their relative importance (e.g. thermal aging vs chemical poisoning vs mechanical stress)
- Methods used to simulated these deterioration effects in accelerated bench aging tests (e.g. chemical poisoning)
- Characteristics of the engine to be used for accelerated bench aging if not the same for which the ATS had been designed.
- The impact of exhaust flow rate on accelerated bench aging tests
- Comparison of HDV ATS aging vs LDV's
- Different EGR systems and their interaction with engine durability issues
- Impact of different EGR rates on its durability and engine drivability
- Assigned Deterioration Factors for all pollutants and all ATS



## Overview of actions and timing (3)

The contract between the Commission and the Consortium TNO-LAT on technical support for the revision of the Durability procedure has been finalized and LAT will be involved in the activities of the DTF.

Next telco of the DTF is scheduled on 20 June 2017 (9:00 – 12:00 CET)

# Overview of actions and timing (4)

	Action		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2018 - Q1	2018 - Q2	2018 - Q3	2018 - Q4	2019	
1	Comparison of thermal load with SRC and WLTP	preparation	■	■	■	■														
		execution and analysis of results				■	■	■	■	■	■	■	■							
2, 3	Literature review	collection of info				■	■	■	■	■	■	■								
		analysis of info and proposal of revised procedure										■	■	■	■					
Scenario 1		no, or minor experimental verification needed													Drafting of GTR text					
Scenario 2		experimental verification needed													Experimental campaign				Drafting of GTR text	

## Concluding remarks

- The work of the DTF is proceeding according to the plan presented at the 18<sup>th</sup> WLTP IWG meeting in Bern.
- It is confirmed that the conclusion of this activity (whether 2018 or 2019) cannot be foreseen at the moment and we need to wait until at least end of 2017.



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QUESTIONS?