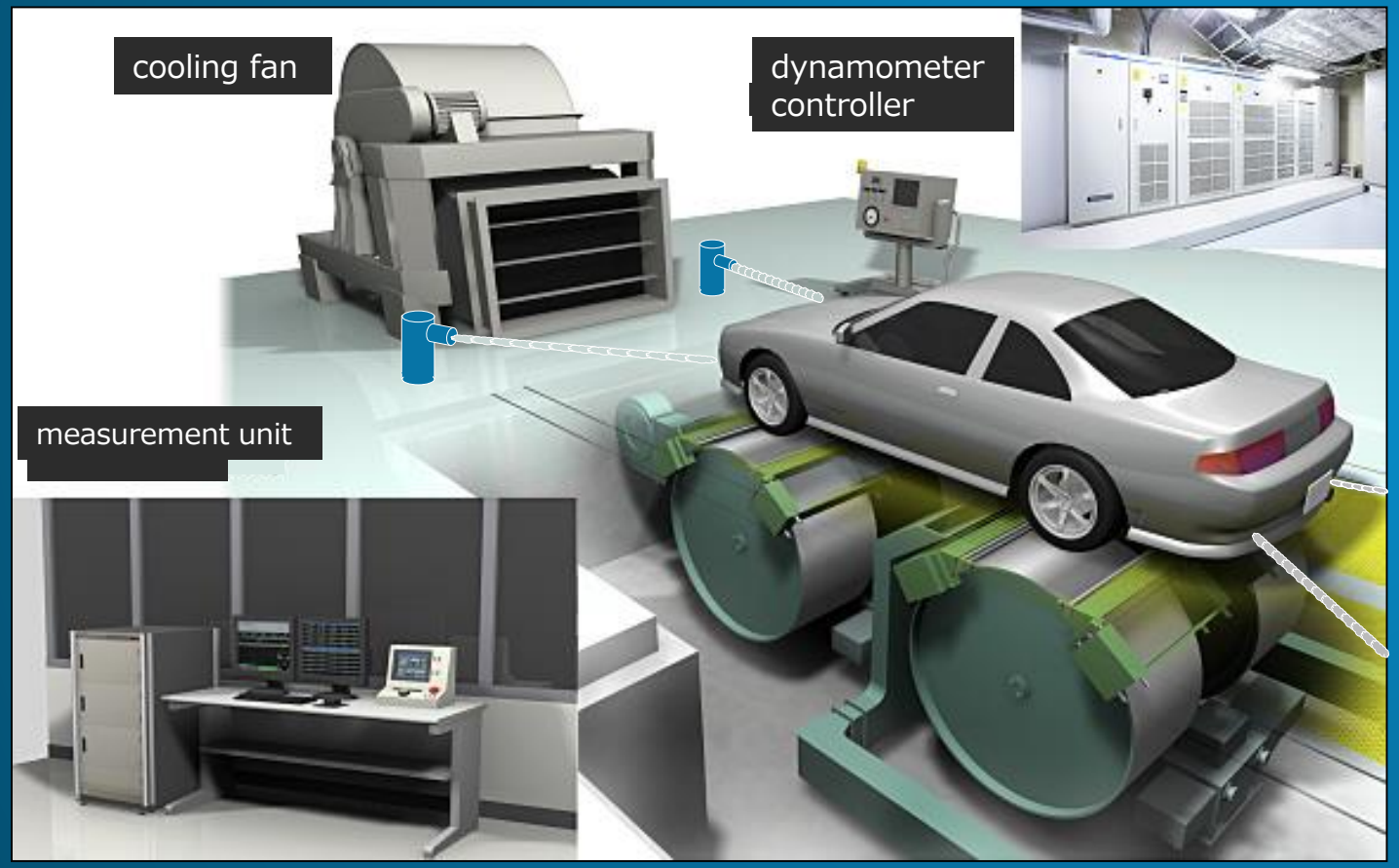
STATUS REPORT
DUAL-AXIS DYNO TASKFORCE



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19th meeting of WLTP IWG

6 June 2017, Geneva

GENERAL OVERVIEW

- Dual-Axis Dyno Taskforce had previously acted under EU-WLTP, and the final text proposal will be implemented in WLTP 2nd act
- Dual-Axis Dyno Taskforce was reinstated at the previous IWG meeting in Bern at the request of Rob Gardner and with a commitment of Japan.
- Until now 2 meetings were held
- Text proposal under discussion is based on EU-WLTP

BASIC PRINCIPLE

- CO_2 differences can occur due to vehicle warm-up, driveline efficiency (front and rear) and brake energy recuperation
- Reported difference between single- and dual-axis dyno testing ranges from -2 to 5 g/km CO_2
- Due to the effect on CO_2 the EC has recognized dual-axis dyno testing should be mandatory for 4WD vehicles
- Testing a 4WD vehicle on a single-axis dyno is allowed, but only after a one time demonstration of equivalency

STATUS & OUTLOOK

- Japan opposes to a mandatory dual-axis dyno test due to concerns on the vehicle restraining and cost-effectiveness
- Issue on vehicle restraining are likely resolved by making requirements towards best practice
- Additional test burden for demonstrating equivalency is limited
- Potential disharmonization with EU-WLTP if no agreement on text proposal is found for dual-axis dyno testing in GTR 15
- Guidance from IWG is needed to solve the current situation: Do we allow a potential CO_2 benefit of up to 5 g/km for 4WD vehicles?