STATUS REPORT
DUAL-AXIS DYNO TASKFORCE

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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 IWG 18 meeting in Bern at the request of the Transposition TF leader and with a commitment of Japan to work towards a harmonized solution in the GTR.
- Until now 4 teleweb 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 are about 1.5% more fuel consumption / CO$_2$ emissions for dual-axis dyno.

- 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 towards CO$_2$

- Issues on vehicle restraining are likely resolved by making a functional requirement towards best practice, a text proposal is prepared.

- If no agreement is found for dual-axis dyno testing in GTR 15, this leads to a conflict in UN-WLTP by Level 1a being more stringent than Level 2 AND a potential disharmonization with EU-WLTP.

- Guidance from IWG is needed to solve the current situation.

- Can the IWG reconfirm the need for this TF to work towards harmonization in order to facilitate the transposition process and eliminate the CO$_2$ discrepancy?