STATUS REPORT
DUAL-AXIS DYNO TASKFORCE

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21th meeting of WLTP IWG
9 January 2018, Geneva
**CURRENT STATUS**

- A solution was found to address the concern by Japan:
  - The mandatory requirement to test a 4WD vehicle on a 4WD chassis dyno will be introduced as a CP option
- The text proposal was discussed and agreed within the taskforce
- No discussion on vehicle restraining on a 4WD chassis dyno has started (for now a placeholder is reserved)
4WD dynamometer in 4WD operation
Contracting Party option

4WD vehicle
2 powered axles
mainly powered axle is front
(situation for rear is equivalent)

2WD vehicle
1 powered axle
front wheel drive
(situation for rear wheel drive is equivalent)

4WD dynamometer in 4WD operation
(at the request of the manufacturer)

Infographic

Dyno:
simulates road load and inertia

Dyno:
just rotating, not included in energy balance

Vehicle:
powered axle

Vehicle:
non-powered axle / in case of 4WD vehicle:
a powered axle, that is converted such, that it is non-powered for dyno testing
STATUS & OUTLOOK

- The taskforce’s request to IWG is to adopt the text proposal
- The vehicle restraining issue will be discussed in March 2018, based on the JASO standard
- The adopted text proposal is transposed in EU-WLTP 2nd act
- Taskforce will continue to address solutions for other than Type 1 tests (CoP, Low Temperature, etc)