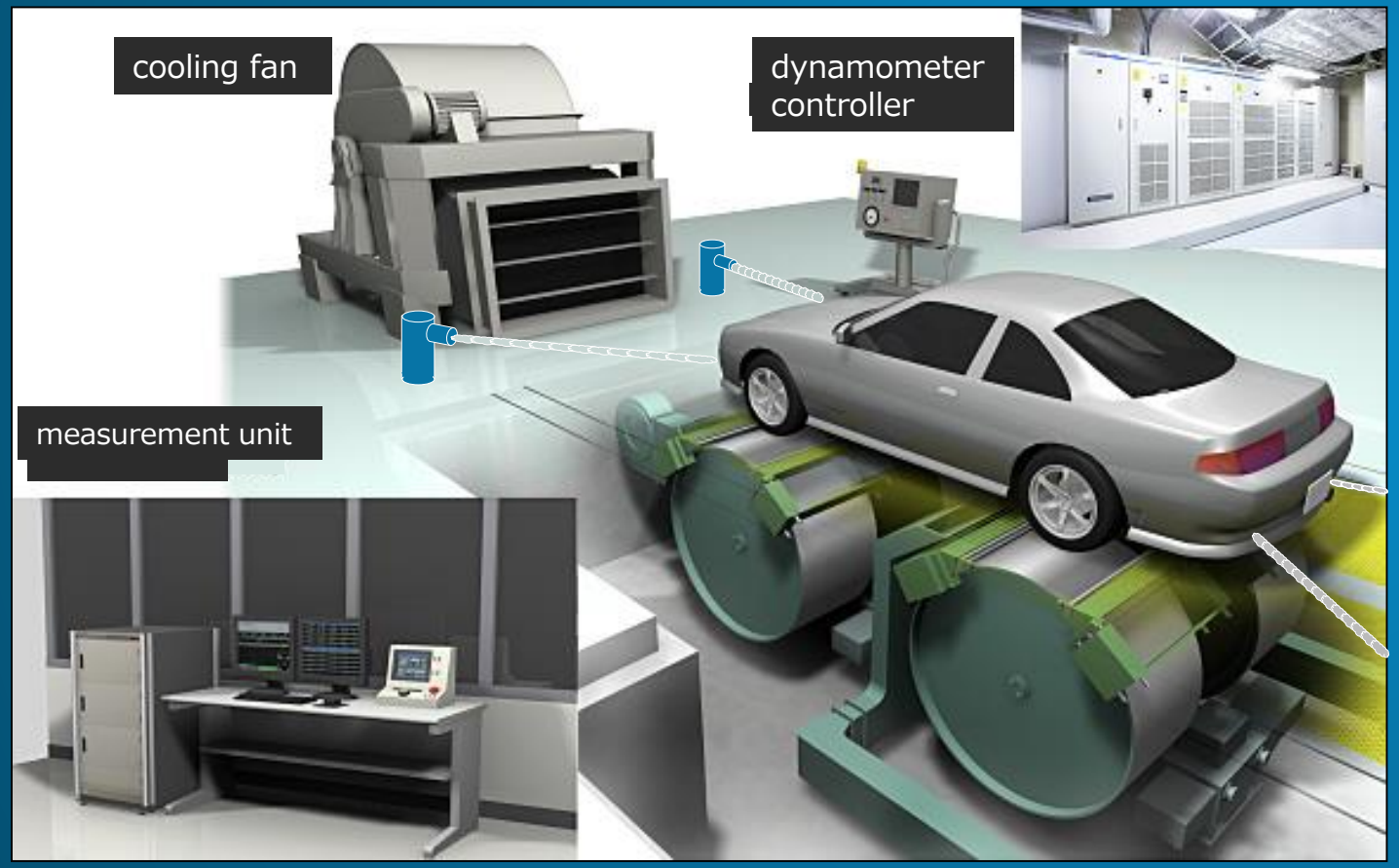
STATUS REPORT
DUAL-AXIS DYNO TASKFORCE



by Iddo Riemersma (for EC)

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)

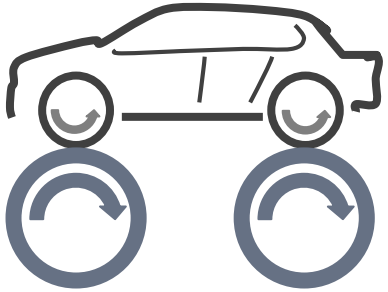
Infographic

4WD dynamometer in 4WD operation Contracting Party option

4WD vehicle
2 powered axles

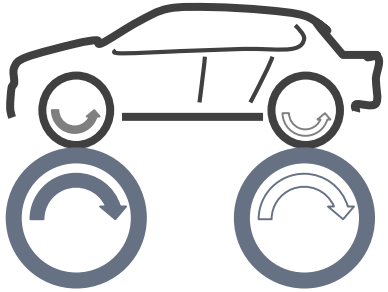
mainly powered axle is front
(situation for rear is equivalent)

4WD vehicle

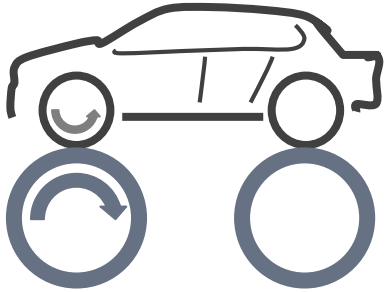


4WD dynamometer in 2WD operation (upon demonstration of equivalency)

4WD vehicle converted to 2WD

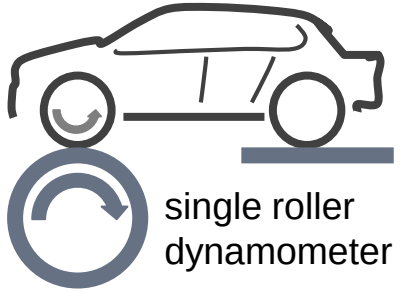


4WD vehicle converted to 2WD



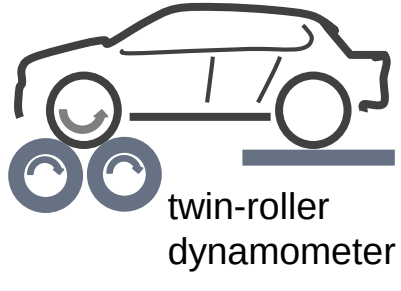
2WD dynamometer in 2WD operation (upon demonstration of equivalency)

4WD vehicle converted to 2WD



single roller dynamometer

4WD vehicle converted to 2WD

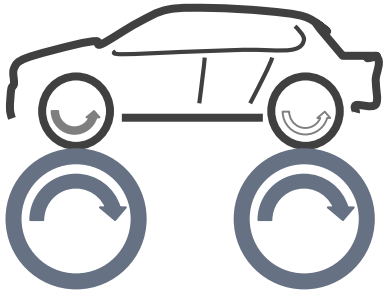


twin-roller dynamometer

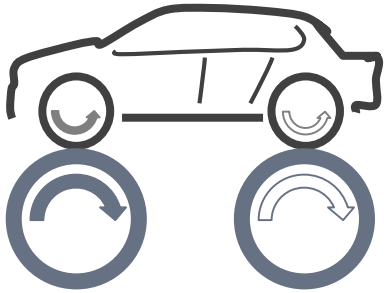
2WD vehicle
1 powered axle

front wheel drive
(situation for rear wheel drive is equivalent)

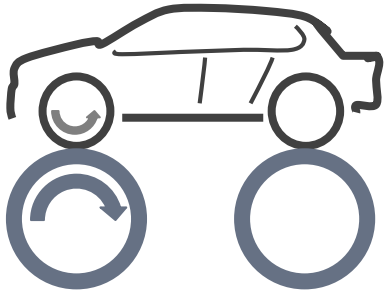
2WD vehicle



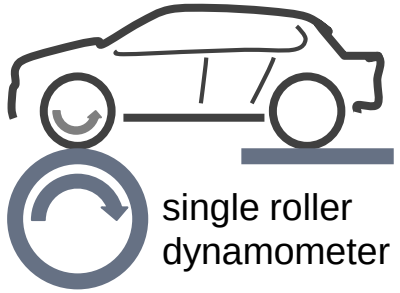
2WD vehicle



2WD vehicle

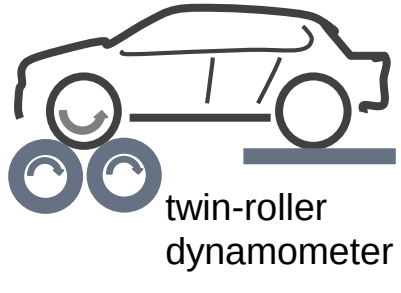


2WD vehicle



single roller dynamometer

2WD vehicle



twin-roller dynamometer

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

4WD dynamometer in 2WD operation

2WD dynamometer in 2WD operation

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)