## CURRENT STATUS of each Task Force

### UNR
- **Type I & IV**
  - **Status Signal**: Green
  - **Current Status**: please refer WLTP-21-06e
  - **Next Actions**: develop Informal Document to be submitted to 78th GRPE
  - **Request to IWG**: on the 21th IWG agenda

- **others, if necessary**
  - **Status Signal**: NA
  - **Current Status**: so far, no activity is expected
  - **Next Actions**: no action is required in 2018
  - **Request to IWG**: NA

### GTR #15
- **Amendment**
  - **Status Signal**: Green
  - **Current Status**: please refer WLTP-21-03e and ECE/TRANS/WP.29/GRPE/2018/2 and 8
  - **Next Actions**: expect Amendment#5 in October
  - **Request to IWG**: on the 21th IWG agenda

### GTR #19
- **Amendment**
  - **Status Signal**: Green
  - **Current Status**: please refer WLTP-21-03e and ECE/TRANS/WP.29/GRPE/2018/4 and GRPE-76-05e/06e
  - **Next Actions**: up to 21st IWG discussion results
  - **Request to IWG**: ↑

### Cycle
- **Gear Shift**
  - **Status Signal**: Green
  - **Current Status**: ✓An amendment proposal for annex 2 to be included in amendment 4 of the GTR was accepted by the TF
    ✓New amendment based on round robin test will be discussed (please refer WLTP-21-04e)
  - **Next Actions**: Presentation of the amendment proposal for annex 2 to be included in amendment 4 of the GTR
  - **Request to IWG**: Adoption of GTR amendment (WLTP-21-05e_Appendix1)

### Trace Indices
- **Status Signal**: Orange
- **Current Status**: Agreed the applicable drive trace indices, however, hard to reach agreement on the criteria of RMSSE
  1. \(-2.0 < \text{IWR} < +4.0\) %: AGREED
  2. \(\text{RMSSE} < [0.8 \sim 1.3] \text{ km/h}\)
- **Points**: data variability versus ratio of invalid test
- **Next Actions**: TF will discuss a compromise proposal on RMSSE. In case of disagreement, regional criteria may be only way to move forward.
- **Request to IWG**: Adoption of GTR amendment (WLTP-21-05e_Appendix6)

### HEV System Power
- **EVE IWG responsibility**
- **Status Signal**: Green
- **Current Status**: ✓developed possible two methods for determination
  ✓Under the discussion to include into GTR#15 or to have separate GTR
  ✔An amendment proposal for annex 2 to be included in amendment 4 of the GTR
  ✔New amendment based on round robin test will be discussed (please refer WLTP-21-04e)
  ✔An amendment proposal for annex 2 to be included in amendment 4 of the GTR was accepted by the TF
  ✔New amendment based on round robin test will be discussed (please refer WLTP-21-04e)
- **Next Actions**: validation test for final decision
- **Request to IWG**: NA

### Supplemental Test
- **Low Temp**
  - **Status Signal**: Green
  - **Current Status**: ✓Japan (CP) has informed the TF on the decision to introduce the Low Temp Testing to regulate the emission, fuel consumption and range.
    ✓DG GROW confirmed the position concerning regulated pollutants (THC, NOx, CO, PM-PN). ✓DG GROW does not have any element to modify the test temperature of -7 °C. Switzerland and Sweden supported the position of the EC.
    ✔From a consumer information perspective, DG CLIMA supports work at UNECE level to develop technical procedures for a low temperature test that covers electric range for electrified powertrains (PHEVs) and pure electric vehicles as well as CO2 emissions.
    ✔A Test for ICE TEST for LDV Type approval under cold weather conditions, meaning temperature below zero, was agreed by TF agreed on 12th December 2017 (16th f2f meeting). LowT - GTR drafting team will start with this part asap.
    ✓Once the proposal was accepted by the members of the TF the chair proceeded to introduce the new group for drafting of the LowT GTR: Mr S. Dubuc as drafting coordinator and a short list of members of the TF that will accompanied the work.
    ✓Once the CP expressed their intention on those principal topics, the TF and CP started the discussions for a low T procedure and T harmonization which are being discussed bilaterally among CP (namely Japan and EC).
- **Next Actions**: ✓Conversations ongoing to reach further agreement on a harmonized temperature for the Low and realistic winter temperature procedure.
  ✓Discussions on-going in the TF for a/ Test procedure for all OVC-HEVs: proposal for a valid test for hybrid vehicles (OVC-HEVs) and their emissions b/ Proposal for a test (or procedure?) for electric vehicles
  ✔DG GROW could consider to distinguish the issue of regulated pollutants from CO2, fuel consumption and electrical range. Conversations ongoing
- **Request to IWG**: Confirmation of the preference of a separated GTR for LowT

### (as of January 2018) WLTP-21-07e
## CURRENT STATUS of each Task Force

### Supplemental Test

<table>
<thead>
<tr>
<th>ITEM</th>
<th>Status Signal</th>
<th>Current Status</th>
<th>Next Actions</th>
<th>Request to IWG</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAC</td>
<td>NA</td>
<td>under the hibernation</td>
<td>wait and see until further notice</td>
<td>NA</td>
</tr>
<tr>
<td>Crankcase &amp; Idle</td>
<td>NA</td>
<td>↑</td>
<td>expect to start activity after 24th IWG meeting (September, 2018)</td>
<td>↑</td>
</tr>
</tbody>
</table>

### Evapo.

- **GTR 19 Amend.1** was submitted for approval at January GRPE. No additional issue is raised to be discussed. TF will be closed.
- **no action is necessary in 2018**
- **↑**

### Durability

**ICE**

- TF has agreed to proceed 2 steps approach, Step1: same timing as UNR, Step2: new, if needed
- Experimental activity until end of February 2018, then start of the drafting of the revised Durability procedure (Step 1) in March and presentation of an informal document at the June 2018 GRPE Session. Decision on the second step to be discussed at the 23rd and/or 24th WLTP IWG meeting.
- **JRC to complete test on diesel vehicles, LAT to complete tests on vehicle ATS vs bench ATS: deadline February 2018.**
- **Next telco: on 28 February 2018.**

**Battery**

- Research activities are progressing on the topic (modelling JRC, experimental CANADA);
- Performance-based models for calendar and cycle capacity fades have been investigated from literature-available chemistries and three reference vehicle architectures (1 PHEV and 2 BEVs);
- Scenario-based analysis with activity data and validation with experimental data have been presented.
- If a procedure can be derived from this is not yet discussed.
- **Study keep on going**
- **NA**

### OBD

- Discussion will be postponed until 2019 due to the heavy-load on other urgent issues in WLTP IWG.
- **no action is necessary in 2018**
- **↑**

### COP

- The Commission will start the activity of the CoP TF in 2018.
- The development and agreement of the new procedure could be achieved in time with the progress of the Transposition TF (to be confirmed at the 23rd and 24th WLTP IWG meetings).
- **Convene the 1st meeting of the CoP TF chaired by the Commission.**
- **↑**

### ISC

- For the moment it is **difficult to set up a work plan on ISC** for the different situations of the Contracting Parties. It is suggested to wait until at least the June GRPE Session.
- **No action during first half of 2018**
- **↑**
<table>
<thead>
<tr>
<th>ITEMS</th>
<th>Status Signal</th>
<th>Current Status</th>
<th>Next Actions</th>
<th>Request to IWG</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Open Issues</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Family definition</td>
<td>✔</td>
<td>✔ New concept (functional definition in addition to specification definition) was proposed. ✔ Japan suggest to postpone the discussion to avoid the unnecessary confusion on current homologation process.</td>
<td>TF will make a decision for discussion timing</td>
<td>NA</td>
</tr>
<tr>
<td>Dual-axis dyno.</td>
<td>✔</td>
<td>Dual-axis dyno can be included in GTR as CP option. Text proposal is prepared as informal doc. to 21st IWG. Vehicle restraining is postponed</td>
<td>develop modified text to be incorporated to the GTR amendment#5 and UNR_WLTP</td>
<td>Adoption of GTR amendment (WLTP-21-05e_Appendix2)</td>
</tr>
<tr>
<td>Improvement of R/L determination</td>
<td>✔</td>
<td>Intensive discussion is on going</td>
<td>↑</td>
<td>↑ (some of items)</td>
</tr>
<tr>
<td>Wind Tunnel Methods</td>
<td></td>
<td>↑</td>
<td>↑</td>
<td>NA</td>
</tr>
<tr>
<td>Exhaust Gas Dilution System</td>
<td></td>
<td>Close to agreement</td>
<td>↑</td>
<td></td>
</tr>
<tr>
<td>Time accuracy of dynamometer</td>
<td></td>
<td>Close to agreement</td>
<td>↑</td>
<td></td>
</tr>
<tr>
<td>Interpolation Methods (Tyre RRC)</td>
<td></td>
<td>Current GTR needs to be modified to have same interpretation. On the other hands, the impact on current homologation planning should be considered</td>
<td>TF will make a decision for discussion timing</td>
<td>↑</td>
</tr>
<tr>
<td>Interpolation Methods (others)</td>
<td></td>
<td>Intensive discussion is on going</td>
<td>develop modified text to be incorporated to the GTR amendment#5 and UNR_WLTP</td>
<td>on the 21st IWG agenda (some of items)</td>
</tr>
<tr>
<td>REESS balance measurement</td>
<td>NA</td>
<td>New proposal is coming soon</td>
<td>↑</td>
<td>NA</td>
</tr>
<tr>
<td>measurement of oil and coolant temperature</td>
<td>✔</td>
<td>Close to agreement</td>
<td>↑</td>
<td></td>
</tr>
</tbody>
</table>

(Conditions: ↑ or NA = Not Applicable, ✔ = Yes, ✔️ = Yes, ✔️️ = Yes, ✔️️️ = Yes, ✔️️️️ = Yes)