

## CURRENT STATUS of each Task Force

(as of January 2018)






WLTP-21-07e

ITEMS		Status Signal	Current Status	Next Actions	Request to IWG
UNR	TypeI & IV		please refer WLTP-21-06e	develop Informal Document to be submitted to 78th GRPE	on the 21th IWG agenda
	others, if necessary	NA	so far, no activity is expected	no action is required in 2018	NA
GTR #15	Amendment		please refer WLTP-21-03e and ECE/TRANS/WP.29/GRPE/2018/2 and 8	expect Amendment#5 in October	on the 21th IWG agenda
GTR #19	Amendment		please refer WLTP-21-03e and ECE/TRANS/WP.29/GRPE/2018/4 and GRPE-76-05e/06e	up to 21st IWG discussion results	↑
Cycle	Gear Shift		<ul style="list-style-type: none"> <li>✓An amendment proposal for annex 2 to be included in amendment 4 of the GTR was accepted by the TF</li> <li>✓New amendment based on round robin test will be discussed (please refer WLTP-21-04e)</li> </ul>	Presentation of the amendment proposal for annex 2 to be included in amendment 4 of the GTR	Adoption of GTR amendment (WLTP-21-05e_Appendix1)
	Trace Indices		<p>Agreed the applicable drive trace indices, however, hard to reach agreement on the criteria of RMSSE</p> <ol style="list-style-type: none"> <li>1. -2.0 &lt; IWR &lt; +4.0 % : AGREED</li> <li>2. RMSSE &lt; [ 0.8 ~ 1.3 ] km/h</li> </ol> <p><b>Points : data variability versus ratio of invalid test</b></p>	TF will discuss a compromise proposal on RMSSE. In case of disagreement, regional criteria may be only way to move forward.	Adoption of GTR amendment (WLTP-21-05e_Appendix6)
	HEV System Power	EVE IWG responsibility	<ul style="list-style-type: none"> <li>✓developed possible two methods for determination</li> <li>✓under the discussion to include into GTR#15 or to have separate GTR</li> </ul>	validation test for final decision	NA
Supplemental Test	Low Temp		<ul style="list-style-type: none"> <li>✓Japan (CP) has informed the TF on the decision to introduce the Low Temp Testing to regulate the emission, fuel consumption and range.</li> <li>✓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.</li> <li>✓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.</li> <li>✓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.</li> <li>✓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.</li> <li>✓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).</li> </ul>	<ul style="list-style-type: none"> <li>✓Conversations ongoing to reach further agreement on a harmonized temperature for the Low and realistic winter temperature procedure.</li> <li>✓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</li> <li>✓DG GROW could consider to distinguish the issue of regulated pollutants from CO2, fuel consumption and electrical range. Conversations ongoing</li> </ul>	Confirmation of the preference of a separated GTR for LowT

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Supplemental Test	MAC	NA	under the hibernation	wait and see until further notice	NA
	Crankcase & Idle	NA	↑	expect to start activity after 24th IWG meeting (September, 2018)	↑
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		<p>✓TF has agreed to proceed 2 steps approach, Step1 : same timing as UNR, Step2 : new, if needed</p> <p>✓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.</p>	<p>✓JRC to complete test on diesel vehicles, LAT to complete tests on vehicle ATS vs bench ATS: deadline February 2018.</p> <p>✓Next telco : on 28 February 2018.</p>	Request for approval of 2 step approach
	Battery	EVE IWG responsibility	<p>✓research activities are progressing on the topic (modelling JRC, experimental CANADA);</p> <p>✓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);</p> <p>✓scenario-based analysis with activity data and validation with experimental data have been presented.</p> <p>If a procedure can be derived from this is not yet discussed.</p>	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 <b>difficult to set up a work plan on ISC</b> 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	↑

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New Open Issues	Family definition		✓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.	TF will make a decision for discussion timing	NA
	Dual-axis dyno.		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	develop modified text to be incorporated to the GTR amendment#5 and UNR_WLTP	Adoption of GTR amendment (WLTP-21-05e_Appendix2)
	Improvement of R/L determination		Intensive discussion is on going	↑	↑ (some of items)
	Wind Tunnel Methods		↑	↑	NA
	Exhaust Gas Dilution System		Close to agreement	↑	↑
	Time accuracy of dynamometer		Close to agreement	↑	↑
	Interpolation Methods (Tyre RRC)		Current GTR needs to be modified to have same interpretation. On the other hands, the impact on current homologation planning should be considered	TF will make a decision for discussion timing	↑
	Interpolation Methods (others )		Intensive discussion is on going	develop modified text to be incorporated to the GTR amendment#5 and UNR_WLTP	on the 21th IWG agenda (some of items)
	REESS balance measurement	NA	New proposal is coming soon	↑	NA
	measurement of oil and coolant temperature		Close to agreement	↑	↑