



WLTP Phase 2

Durability Task Force **Update**

Geneva, 04-05 June 2018
23rd WLTP IWG meeting

Index

- Where the DTF is now
- What's next/timeline
- The current work (revision of R83)
- From now till end of 2018 (step by step)

Where the DTF is now

Action 1, 2 and 3 have been completed

The results of the three Actions are now feeding the revision of Durability which is ongoing

What's next/timeline 2018

	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Revision of R83 (summary table)		* DTF		* DTF (?)			
Preparation of GTR elements				WLTP IWG			
Drafting of the GTR text						* DTF (?)	

The current work – revision of R83 (example)

Current procedure (UN R83)	Inputs from DTF activity	Revised version of Durability procedure
<p>1. Introduction</p> <p>1.1. This annex described the test for verifying the durability of anti-pollution devices equipping vehicles with positive ignition or compression-ignition engines. The durability requirements shall be demonstrated using one of the three options set out in paragraphs 1.2., 1.3. and 1.4. below.</p> <p>1.2. The whole vehicle durability test represents an ageing test of 160,000 km. This test is to be performed driven on a test track, on the road, or on a chassis dynamometer.</p> <p>1.3. The manufacturer may choose to use a bench ageing durability test. The technical requirements for this test are set out in paragraph 2.2. of this annex.</p> <p>1.4. As an alternative to durability testing, a manufacturer may choose to apply the assigned deterioration factors from Table 3 in paragraph 5.3.6.2. of this Regulation.</p>	<p>Paragraphs 1. and 1.1. OK Par. 1.2. shall include the Japanese option Paragraphs 1.3. and 1.4. OK</p>	<p>1.2. The whole vehicle durability test represents an ageing test of 160,000 km. Alternatively, it may represent an ageing test of 80,000 km. This test is to be performed driven on a test track, on the road, or on a chassis dynamometer as specified in Paragraph 2.1.</p>
<p>1.5. At the request of the manufacturer, the Technical Service may carry out the Type I test before the whole vehicle or bench ageing durability test has been completed using the assigned deterioration factors in Table 3 in paragraph 5.3.6.2. of this Regulation. On completion of the whole vehicle or bench ageing durability test, the Technical Service may then amend the type approval results recorded in Annex 2 to this Regulation by replacing the assigned deterioration factors in the above table with those measured in the whole vehicle or bench ageing durability test.</p>	<p>This paragraph might need to be adapted in the GTR version of the Durability procedure. To be seen.</p>	<p>Open</p>
<p>1.6. Deterioration factors are determined using either the procedures set out in paragraphs 1.2. and 1.3. of this annex or using the assigned values in the table referred in paragraph 1.4. of this annex. The deterioration factors are used to establish compliance with the requirements of the appropriate emissions limits set out in Table 1 in paragraph 5.3.1.4. of this Regulation during the useful life of the vehicle.</p>	<p>The reference to the "emission limits set out in Table 1 in paragraph 5.3.1.4." etc. needs to be made more general.</p>	<p>Open</p>
<p>2. Technical requirements</p> <p>2.1. As an alternative to the operating cycle described in paragraph 6.1. for the whole vehicle durability test, the vehicle manufacturer may use Standard Road Cycle (SRC) described in Appendix 3 to this annex. This test cycle shall be conducted until the vehicle has covered a minimum of 160,000 km.</p>	<p>We propose to eliminate the AMA cycle of paragraph 6.1.</p>	<p>2.1. As an alternative to the operating cycle described in paragraph 6.1. for the whole vehicle durability test on a test truck and/or on a chassis dynamometer, the vehicle manufacturer shall may use the Standard Road Cycle (SRC) described in Appendix 3 to this Regulation annex. This test cycle shall be conducted until the vehicle has covered a minimum of 160,000 km. Alternatively, it may be conducted until the vehicle has covered a minimum of 80,000 km.</p>

From now till end of 2018 (step by step)

- The revision of the Durability procedure in R83 is ongoing (LAT + JRC)
- On 11 July a first version of the proposed revision will be discussed by the DTF
- Before the Tokyo meeting of the WLTP IWG another telco of the DTF will take place to finalize the revision of R 83.
- Between August and September the necessary elements to prepare a Durability GTR will be collected.
- At the WLTP IWG in Tokyo (Sep-2018) the revised Durability procedure will be presented and the DTF will ask the endorsement of the WLTP IWG.
- Between October and December 2018 the actual text of the Durability GTR will be prepared.
- The objective is to present the Durability GTR as informal document at the January 2019 GRPE session.



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QUESTIONS?