

The European Commission's science and knowledge service

Joint Research Centre

Low T TF -Progress Report WLTP 28th Sept 2019 Bern

25th Sept 2019
C. Astorga



European
Commission

Progress LowT TF

	Telco/ f2f
25th March 2019	23 rd Telco
16 May 2019 June 2019	24 th Telco 27th WLTP meeting in Geneva
26th June 2019 6 th August 2019 9 th September 2019 20th September	25 th Telco 26 th Telco 27 th Telco Auxiliary devices (telco)
25th September	28th WLTP meeting in Bern

TF status list (live) document . xlx file [*]

20190909_WLTP_Low_Temp_TF_Status_list.xlsx

Document has been reviewed in all Telco and updated accordingly with comments and input from:

JAMA_ACEA_GM_CH_JRC_Japan & EC

Revision of Rows labelled as:

“ **for discussion @TF**”, namely: Rows **1-79 (to be discussed @TF)**

Rows **80 to 91 also @ TF** (excluding rows **80-81 & 89** to be discussed @ EV)

[*] This document is linked to minutes of each telco & loaded in CIRCABC



European
Commission

Auxiliary devices: closing of activity 1

Telco 20th September – Latest update on the group study of Auxiliary devices

Ch. Petitjean presented the current state of play on the selection of devices that ...

... are considered Auxiliary devices under the current definition

... are affected by the cold (-7C) ambient temperature and

... can lead to impacts on vehicle emissions and range

Ref document:

Auxiliaries Sub-Group for LowTemp UN TF activities-CP-update-09sept2019.pdf

Overview of Pros & Cons for Low Temp test procedure development options

By R Gardner

WLTP-28-xxx

Options	Pros	Cons
<p>Option 1: Stand-alone new 'GTR Low Temp'</p> <p>(i.e. Full GTR15 text modified for Low Temp Test)</p>	<ul style="list-style-type: none"> ✓ No x-references needed ✓ Stand alone document – everything in one place ✓ ... 	<ul style="list-style-type: none"> × Similar document size to GTR#15 (Amendment 5 is 376 pages long) × Future Amendments to common Type1/6 text would have to be made in 2 documents (not just 1) × Process involved to introduce new GTR × GRE has experienced issues when taking this approach – don't repeat same 'mistakes'
<p>Option 2: New 'GTR Low Temp' which relies on x-refs to GTR15 to avoid duplication of common elements</p>	<ul style="list-style-type: none"> ✓ Easier drafting with focus on differences/deviations from Type 1 test in GTR15 ✓ Reduced administrative upkeep than having two 'full' GTRs 	<ul style="list-style-type: none"> × Not common practice for a GTR to x-ref to another GTR × GTR would be hard to use in practice – constant switching from one GTR to another × Process involved to introduce new GTR
<p>Option 3: Optional new annex to GTR#15 which relies on x-refs to other parts of GTR15 to avoid duplication of common elements</p> <p>Favoured Option</p>	<ul style="list-style-type: none"> ✓ Easier drafting with focus on differences/deviations from Type 1 test ✓ Concept already used in UNR83 ✓ Smoother transposition into UNR WLTP (in phase 3) ✓ Less initial admin. because no new GTR ✓ Reduced administrative upkeep 	<ul style="list-style-type: none"> × Makes GTR15 even larger × Not necessarily a 'Con', but the Introduction to GTR15 would need to make it clear that Low Temp would be an 'optional' annex to GTR15

**Next dates and commitments to be defined during
the 28th WLTP in Bern**

The European Commission's science and knowledge service

Joint Research Centre



European
Commission