

MINUTES of the 29th WLTP IWG & SG EV Meeting



IWG : 9:30 ~ 17:30 on 13rd January, 2020 @ XII

SG EV: 9:30 ~ 12:30 on 14th January, 2020 @ IX

Venue : The Palais des Nations
Geneva, Switzerland

< > indicates the purpose of each agenda

IS : Information Sharing, D : Discussion, RC : Reach Consensus

***** (13th January, 2020) *****

- ✓ **Welcome & Organization <IS>** (9:30–9:45)
- ✓ Welcome by Chair

- ✓ **Adoption of Minutes & Agenda <RC>** (9:45–10:15)
- ✓ Minutes of 28th WLTP IWG meeting (WLTP-28-23e)
- ✓ Comments to be sent within 3 weeks in order to finalise the minutes in the next meeting of the IWG in February in Brussels.

- ✓ Proposed Agenda (WLTP-29-02e)
- ✓ Main focus is on the transposition into the UNR-WLTP.
- ✓ Further items are around GTR development on #15 and #19.
- ✓ Agenda adopted.

- ✓ **UNR_WLTP development <D to RC>** (10:15–15:00)
- ✓ Working Documents (WDs)
 - ECE/TRANS/WP.29/GRPE/2020/3 (00 series)
 - ECE/TRANS/WP.29/GRPE/2020/4 (01 series)
- ✓ Informal Documents to be merged into WDs
(WLTP-29-03e/04e → GRPE-80-XX/XX+1)
- ✓ Overview of UNR_WLTP (WLTP-29-05e/06e)
- ✓ R. Gardner presented WLTP-29-06e
- ✓ OBD is now included in UNR-WLTP.
 - ✓ 08 series of UNR-83 therefore does not need to be updated. Type 2, 3 and 6 and ISC left in UNR-83. ISC is heavily linked to UNR-RDE, so it would make more sense to now align the development of UNR-83-08 with the development of the GTR and UNR-RDE.
- ✓ Final Status of square brackets in WDs (WLTP-29-05e_Appendix01/02)
 - ✓ R. Gardner presented Appendix 01 highlighting the points, which still need to be finalized.
 - ✓ OVC-FCHV is now only included in the level 1a version
 - ✓ 00 series of amendments (level 1a/1b):
 - ✓ Durability family – amendment to A2
 - ✓ W. Coleman – durability is an exception to the family definition and simple extension rules. With durability, if that concept is applied, it

would be necessary to test every vehicle in the family for temperature. It would be better to use the vehicle high with the highest cycle energy, which will then eliminate the need for extensions in the future.

Temperature tolerance can be allowed for. Improved text on engine capacity. Discussion on the fact that it is the deterioration factor, rather than the approval, that is extended.

- ✓ N. Ichikawa – originally used the word “preferably” in relation to vehicle high because at the time of applying for the approval the manufacturer will not necessarily know the exact specification of vehicle high.
- ✓ W. Coleman will re-draft from the original amendments to try to take this into account.
- ✓ There may still be an issue if there is a vehicle with different maximum speeds in the same family as this might not be comparing like-for-like.
- ✓ Evap CoP (paragraph 8.3)
 - ✓ “as soon as possible” replaced with “without unjustified delay”
 - ✓ Replace 24 months with 6 months if only using the abbreviated tests
 - ✓ Add in the ability to use the PF derived at type approval or the assigned DFs to remove the need to age the canister again.
 - ✓ There is a description on what to do if the vehicle was aged, but nothing to specify what should be done if that was not the case.
 - ✓ B. Thedinga – EC supports these new changes. One question is still outstanding on frequency of testing.
 - ✓ Flowchart included in section 8.3 for clarity, but W. Coleman does not propose including this in the legislation itself.
 - ✓ Annex Part A has been updated on OVC-FHCV by E. Collot. Just need to verify these amendments with the SG-EV in the afternoon.

<Conclusions>

- ✓ Proposals all accepted by WLTP IWG.
- ✓ Gearshift issues
 - ✓ No further discussion needed here
- ✓ Reference fuels
 - ✓ N. Ichikawa presented an amendment to reference fuels
 - ✓ Level 1b gives different provisions where a manufacturer does not recommend the use of E10. These are not necessary for Level 1a and for Level 2.
- ✓ Minimum delta
 - ✓ This was originally included as guidance.
 - ✓ At the last meeting, there was a proposal to develop some requirements.
 - ✓ C. Lueglinger – minimum delta is required for all of the parameters involved. The way it has been included should address all of N. Ichikawa’s comments.
 - ✓ N. Ichikawa suggests a small group should take this offline just to ensure that everything is as expected.
- ✓ Annex B4 amendment – amendment already made in GTR. “Notwithstanding” was replaced with “in addition to…”

- ✓ C. Lueginger questions whether this sentence is actually necessary at all. If it is needed, which wording would work best?
- ✓ I. Riemersma – this is only looking at the road load family and is nothing to do with the interpolation family; as such, it would be possible to delete the sentence.
- ✓ Japan agree.
- ✓ Annex 5 – paragraph 2.2.6. – Japan has 1%, EU has 0.5% – need to harmonise.
 - ✓ France are OK with 0.5% as in the EU legislation
 - ✓ Japan have not yet managed to check with other colleagues.
 - ✓ Compromise to have 1% in level 1b with 0.5% in levels 1a and level 2.
 - ✓ H. Nakhawa noted that the use of “any arithmetic average” was not currently completely clear and should be defined more clearly.
 - ✓ C. Lueginger noted that we need the expertise of the equipment manufacturers to clarify and explain how this is currently implemented
- ✓ Coasting functionality – level 1a and level 2 only
 - ✓ C. Lueginger explained that the second part was proposed and agreed in the Bern meeting. This might be precise enough but perhaps an amendment is needed.
 - ✓ I. Riemersma questioned whether there would be an unintended consequence of adding the words “at the manufacturer’s request”. Does this make it sound as though deactivation is perhaps not necessary after all?
 - ✓ I. Riemersma agreed to provide some draft text.
- ✓ Drive Trace Indices
 - ✓ Proposal to move them from Annex 7 to Annex 6
 - ✓ 2.6.8.3 amendments from N. Ichikawa accepted at the Task Force meeting. Accompanied by various amendments to 2.6.8.3.1.
 - ✓ Amendments to 2.6.8.3.1 supplemented by a new table at 2.6.8.3.2 on tolerance etc.
 - ✓ H. Nakhawa – validity of the text on drive trace indices which is only for the markets affected. Is this only for the UNR–WLTP or is it intended for the GTR #15? If it is going to be in GTR, need further discussion may be needed.
 - ✓ B. Thedinga noted that the table was a clear way of outlining the requirements. However, it does introduce some things which have not yet been discussed. If this is the case, the table should not be included at this stage, as it does need further discussion.
 - ✓ I. Riemersma – it is, however, needed for CoP requirements. He thought it was already agreed that the pre-conditioning would be done at a wider tolerance than for drive trace indices.
 - ✓ N. Ichikawa – ATCT, OBFCM, durability, REESS correction, OBD need further discussion.
 - ✓ R. Gardner sought clarity that everyone is in agreement to develop these paragraphs.
 - ✓ N. Ichikawa – type 5 test, paragraph 7 has never been discussed.

- ✓ R. Gardner modified the draft document in real time during the meeting to incorporate the various comments.
- ✓ Final Status of Gear Shift TF (WLTP-29-05e_Appendix03)
 - <Conclusion>
 - ✓ The Chair concluded that this discussion will be put on the agenda for the next intermediate IWG meeting in February in Brussels
 - <Discussion>
 - ✓ H. Steven presented the above document.
 - ✓ B. Thedinga questioned whether it had already been agreed to include the programming code in the legislation?
 - ✓ H. Steven replied he believes so, but if not, it needs to be decided
 - ✓ It was noted that there are issues around including coding in legislation about keeping the legislation up-to-date
 - ✓ H. Nakhawa asked about the validation protocol that had been used
 - ✓ H. Steven confirmed that 124 validation cases had been designed to cover many different scenarios
 - ✓ H. Nakhawa noted that it was likely that simulation would be used
 - ✓ {W. Coleman drew attention to the fact that this is the last meeting of Heinz Steven. He thanked him on behalf of the group and presented him with a gift ☺.}
 - ✓ The Chair drew the question back to whether or not the coding should be part of the legislation (UNR or GTR). When it was discussed in the previous group, A. Marotta said that they would need to consult with EU legal services
 - ✓ B. Thedinga noted that aside from the legalities of the situation, he would be interested to know what other CPs think about whether it should be included
 - ✓ H. Steven noted that it depends on the legislation around the coding as to whether it can be included
 - ✓ A. Dijkhuizen questioned how many pages the coding would occupy
 - ✓ H. Steven noted it would be less than 50 pages
 - ✓ D. Hannah noted that the legal text should always take precedence. If the coding is also included, that may draw more attention than the legal text.
 - ✓ The Chair asked when the decision as to whether it should be part of the legal text needs to be made?
 - ✓ H. Steven commented that it does not matter much for his work as to where it will be located
- ✓ Unique Post-Processing in EU and Japan (WLTP-29-05e_Appendix04)
 - ✓ N. Ichikawa presented this document
 - ✓ Many of the parameters included in the GTR are not needed in Japan, so will be deleted from Level 1b of UNR-WLTP. R. Gardner is in the process of integrating all of the resulting proposals to the draft text.
- ✓ Annex C4 durability, paragraph 6.3.2 needs clarification as to which mass is under discussion.
- ✓ OBD UNR text – not yet incorporated into the UNR. Annex C5, Japan have made some additions to align with the Japanese OBD in Level 1b.
 - ✓ To note that some of the amendments included are not yet accepted by GRPE.
 - ✓ EC accept the modifications

- ✓ Japan also accept
- ✓ Proposal from W. Coleman that OBD parameters should more clearly define what is a void test as opposed to a failure
- ✓ Conclusion for today is that this proposal can be deleted from the UNR but the discussion will continue as part of the UN GTR work.
- ✓ Modification to 6.2.2 to add additional requirements in flow chart needs to be replicated in the actual text, which accompanies the flow chart.
- ✓ On vehicle preconditioning, the proposed text will need further scrutiny. Both phases for learning should be added, but EC only see the need for it at Level 2. Can accept however, if it needs to be within Level 1 as well.
- ✓ R. Gardner noted that some of the corrections included in this document are actually correcting errors in UNR 83-06 and 07.
- ✓ Final Status of Evap. TF (WLTP-29-05e_Appendix05)
 - ✓ A. Takehiro presented the above document
 - ✓ Confirmation that CoP procedure is an optional annex
 - ✓ All of the amendments have been taken into account in the working document or the informal document which goes with it.
 - ✓ H. Nakhawa – question on scope as it is not clear whether dual fuel is within scope
 - ✓ W. Coleman – dual fuel is not referenced within light duty. However, if there was such a reference, then it, and bi-fuelled, is covered

..... Lunch Break

- ✓ Final Status of SG EV (WLTP-29-05e_Appendix06)
 - ✓ All outstanding items for UNR transposition have been addressed
 - ✓ Some items have been postponed for further discussion until next stage of the programme SG EV. R. Gardner confirmed that would not present a problem.
 - ✓ B. Thedinga confirmed that interpolation would be acceptable for Level 1a.
 - ✓ R. Gardner confirms that he does not think that any of the outstanding items need consideration by GRPE.
- ✓ Final Status of OBD TF (WLTP-29-05e_Appendix07)
 - discussed under the agenda#6
 - Section B => reworded by W. Coleman to improve clarity
- ✓ **GTR Development <D to RC> (15:15-15:45)**
- ✓ Documents (WDs) for GTR#19_Evapo.
 - ✓ Working Document
 - ECE/TRANS/WP.29/GRPE/2020/7
 - A. Takehiro updated the group on the latest developments
 - ✓ Informal Documents to be merged into WD
 - (WLTP-29-07e → GRPE-80-YY)

- ✓ Informal Document for GTR#15
 - Overview of modification from Amd#6 (WLTP-29-08e)
 - ✓ R. Gardner presented the above document.
 - ✓ Intention is to convert it into a GRPE-80-xxe
 - ✓ Amendment #6 will not be submitted as an informal at this GRPE as the work is still too draft.
 - ✓ Given that amendment #6 is very much transposing UNR updates into GTR, this should be sufficient as an informal ahead of working document
 - ✓ F. Cuenot reminds that differences between GTR and national legislation requirements should be kept to a minimum
 - ✓ H. Nakhawa – how does the concept of optional annexes work in national legislation? Something should be included in the informal working document to reflect comments.
 - ✓ The Chair will send some wording to R. Gardner for inclusion into the informal document
 - ✓ The Chair noted that Amendment #6 will be discussed at the February IWG.

5. **Low Temp TF <D to RC> (15:45–16:15)**

- ✧ Informal Document (WLTP-29-09e → GRPE-80-ZZ)
- ✧ Confirm open items to be closed prior to WD submission
 - by **C. Astorga and P. Bonsack** (WLTP-28-10e)
 - ✓ Documents now uploaded to wiki page:
 - <https://wiki.unece.org/pages/viewpage.action?pageId=85295115>
 - ✓ C. Astorga presented WLTP-29-09e
 - ✓ Type 6 will be a new optional annex to WLTP – Annex 10
 - ✓ 17 March is the deadline for a document
 - ✓ Outstanding low temp issues around NOVC-HEV, OVC-HEV, OEVs, family concept.
 - ✓ Good progress towards having a working document for June session of GRPE.
 - ✓ The Chair noted the excellent collaboration between the Low Temp TF and the SG-EV which has allowed good progress to be made
 - ✓ The Chair asked which is the informal document for this week's GRPE
 - ✓ R. Gardner noted that Low Temp is inherently part of Amendment #6 so the informal on Amendment #6 is sufficient to cover the progress

6. **OBD TF <IS&D&RC> (16:15–17:00)**

- ✧ Informal Document (WLTP-29-11e → GRPE-80-XY)
 - ✓ Document is available – no comments from the IWG

7. **Next Actions and upcoming Meeting schedule <IS> (17:00~17:30)**

- ✧ Schedule of upcoming meetings
 - <https://wiki.unece.org/display/trans/WLTP+calendar>
- ✧ Intermediate IWG meeting
 - : 19th & 20th February, 2020 – Brussels, Belgium
 - Note – The 19th will be in the DG-Grow offices (Avenue d' Auderghem) with the 20th in the ACEA offices
- ✧ 30th IWG meeting : 14th ~ 16th April, 2020 @ iCAT, India

Logistic Information by India delegation
WLTP-29-12: hotels and visa information.

If participants want to extend by a few days and visit Taj Mahal etc, then this can be arranged.

Please send information to ICAT as soon as possible

P. Tikku volunteered to send a draft invitation letter so that participants know what information is needed.

Some participants mention that it would be useful to have a provisional agenda in order to be able to justify travel.

W. Coleman – should have UNR 83-08 on the agenda

✧ 31st IWG meeting

: week of 8th June, 2020 @ The Palais des Nations, Geneva
1.5 days for WLTP & SG EV combined

8. **AoB <IS or D or RC>**
Others, if necessary

******* (14th January, 2020) *******

9. **SG EV Meeting <D> (9:30-12:00)**

✧ mainly discuss on Low Temp Test Procedure
Detailed agenda will be distributed by SG EV leading team

10. **AoB <IS or D or RC> (12:00~12:30)**
Others, if necessary

****** Meeting is facilitated by Leading Team and each TF Leaders ******

Leading Team
Rob Cuelenaere (Chair)
Daisuke Kawano (Vice Chair)
Anna Lindt (co-Secretariat)
Nick Ichikawa (co-Secretariat)

SG EV Leading Team
Peter Bonsack(Chair)
Matthias Naegeli (co-Secretariat)
Nick Ichikawa (co-Secretariat)