

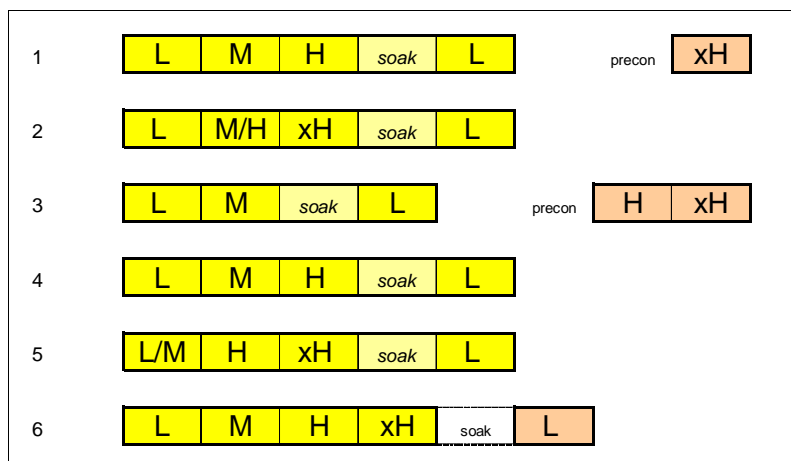
WLTP DHC subgroup	
Title	Minutes of 7th Meeting
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MINUTES OF 7th WLTP-DHC MEETING

1. This note records the discussions and outcomes of the seventh WLTP-DHC meeting, held on 16th May 2011 at ACEA's offices in Brussels.

Threshold Speeds and Phase Sequence

2. It was noted that several Contracting Parties wanted the Low speed phase to be conducted from a cold and a hot start and that some Contracting Parties might want to skip Medium, High or Extra- High speed phases in the case low maximum speed vehicles. It was felt that Japan were unlikely to be able to accept a High speed phase including 130km/h running whereas the EU would have difficulty accepting a test cycle which excluded such running. This suggests 5 phases would be required cold start Low speed, hot start Low speed, Medium speed, High speed and a separate, add-on Extra High speed phase covering driving with >110km/h maximum speeds.
3. Threshold speeds of 60, 80 and 110km/h were agreed for the cycle phases. It was clarified that targeted phase durations would be based on global traffic volumes in vehicle-hours (rather than vehicle-kilometers).
4. Limitations on test construction imposed by the availability of only 4 gas sampling bags in test facilities were discussed. It was noted that a hot soak of at least 10 minutes duration would enable bag analysis to be completed and further phases to be run. The following were considered ~~as potentially good options.~~



5. It was agreed that OICA, JARI and JRC would consider the appropriate sequence of phases in parallel to Validation 1. It was noted that the ultimate decision on the test sequence was for DTP, but that DHC should make a recommendation.

Weighting Factors

6. Weighting factors for creating unified distributions from the regional driving data were discussed. It was agreed that a paper of options for weighting the data would be circulated to **data collection** Contracting Parties and they would be asked to indicate their order of preferences.

Next Steps

7. Final delivery of regional data was required by the end of May. It was noted that DHC-8 in Geneva would need to agree all decisions required to enable the draft test cycle to be developed and a test plan for validation 1. DHC-9 would be held in the 1st week in July (probably in Sweden) to discuss the draft cycle and a gearshift proposal from Japan.

Chris Parkin - DHC sub-group vice chair