

The 10th DTP meeting was held on 6th June 2012 at Palais des Nations, Geneva, Switzerland.

General issues

1. WLTP Roadmap

A draft revised roadmap has been presented by Ichikawa-san (doc. WLTP-DTP-10-04). Test execution of VP2 should be terminated until September at the latest, but evaluation shall be possible until December 2012. In order for them to incorporate the current schedule, the confirmation phase and the round robin test shall be combined.

A separate Validation Phase for RLD shall be executed until end of 2012.

DTP welcomes the prolonged evaluation phase and also endorses the fact that the milestone for finalization of WLTP will not be postponed.

The revised roadmap was approved by DTP.

2. Update from DHC Group

An update on the progress of the DHC Group has been given by Ichikawa-san.

Main issues were the modified cycle for low-powered vehicles, modifications of the WLTC and the discussion to introduce weighting factors for the specific sub-cycles. The DTP Group took notice of this development.

3. Update from the VTF Group

An update has been given by Alessandro Marotta:

- Report on Test execution

Alessandro Marotta, Wolfgang Thiel, Ichikawa-san and M. Park presented the current test results from the different laboratories. The results will be merged by the VTF Chair into a shared VTF document that will comprise the vehicle codes, the timing and the current status of testing for all participating laboratories. The experimental phase will be finished by the end of September but most vehicle testing will be finished by the end of July. EV testing didn't start yet but will start with approx. 10 vehicles by the end of June (documents WLTP-DTP-10-05 to -07).

The validation of low-powered vehicles (LPV) is not yet planned. The DTP came to the conclusion that a modified Class-2 driving cycle with extra-high speed phase shall be created for LPVs because these cars do not have sufficient acceleration capabilities to follow the current Class-3 test. DHC is asked by DTP to discuss this issue and to seek a solution before DTP11. The validation of LPVs shall start after the modification of the extra-high phase. India confirmed its participation in VP2.

- Parameter List for RLD

Japan provided a first Parameter List for the RLD validation (doc. WLTP-DTP-10-08). LabProcICE confirms feedback until the end of June.

- Assessment criteria for VP2

The VTF Chair presented a provisional list of evaluation issues/assessment criteria for VP2 (see xls-file by AM). This table is based on the work of the independent evaluation lists provided by the different DTP subgroups.

If possible, the assessment of specific evaluation items shall be conducted based on existing UN/ECE-Regulations. It shall be investigated whether the tolerances, etc. are appropriate or if they can be tightened under the new driving cycle.

For other assessment items that are not yet covered by any UN/ECE regulation the DTP subgroups are asked to formulate an initial proposal for assessment.

- Organisation of work

The DTP chair presented a flowchart (doc. WLTP-DTP-10-03) on how to organize the work of the assessment/evaluation procedure. The VTF chair will work on detailed planning and will organise the start of evaluation work by the end of June. The DTP Group confirmed the importance of not letting up on the pressure on test execution as the valuation must start well before September.

4. Update from the LabProCIce Group

A report has been given by Stephan Redmann (doc. WLTP-DTP-10-09).

During several meetings, much progress on open issues and a contribution to drafting has been made. All open issues of LabProCIce are now incorporated in the GTR draft document. Further on a complete evaluation list has been provided to VTF.

- Test mass/inertia classes/vehicle selection:

The Tyre Selection Criteria is now excluded from this approach. The proposal from DTP9 to use a tyre from the worst tyre rolling resistance class is accepted by DTP10. However, the final decision, if the selection criteria should be class-based only, shall be based on an ICCT study on the CO₂ influence of tyre rolling resistance. The basis for this evaluation study shall be the WLTC. Results are expected at the beginning of July.

Japan presented a proposal to exclude the aerodynamic options from the combined approach and to use the worst aerodynamic case instead (see presentation by Japan). The main justification therefore is seen in the important contribution of aerodynamic parts to CO₂ emissions of future vehicles. The DTP Group discussed whether to head towards a more representative vehicle testing (LabProCIce-Proposal) or to head towards worst case testing (Japanese Proposal). The DTP Group tends to stick to the combined approach including aerodynamic options as was proposed at DTP9. LabProCIce strongly asks the Group for opinions in order to come to a clear position. To provide more clarity on this issue Japan agrees to do a separate evaluation of the aerodynamic parts during VP3.

- **Payload Factor**
The current payload proposal (+15% for M1 and +35% for N1) is confirmed by LabProclCE. Additional proposals (as from India and Japan) shall be justified on the basis of field data. A final decision is foreseen to be reached after VP2.
- **Family Concept**
The OICA proposal is approved by DTP10. OICA is asked by DTP to further work out this approved family concept. OICA promises to present a revised version at DTP11.
- **Table of Running Resistances**
No decision could be made by DTP due to reservations on the current proposal by the European Commission and the lack of any counter-proposal.
- **Fan Speed**
DTP9 agreed in principle to introduce a proportional fan speed up to maximum cycle speed. It turned out that several test laboratories have difficulties to realise fan speeds over 120km/h. Due to cost/benefit reasons (high investment but possibly low impact on measurement result) OICA proposed to allow a speed deviation of up to 15% in order to be able to use existing laboratory technology. NL, F, D, PL, J express concerns regarding this proposal. Although some contracting parties expressed sympathy for the difficulties implementing fan speeds higher than 120km/h. A possible compromise solution could be to introduce a maximum tolerance level of 8% (according to US regulation). This issue will further be investigated at LabProclCE.

5. Update from the LabProcEV Group

A report has been given by Per Öhlund and Kobayashi-san (doc. WLTP-DTP-10-10). There are still 17 open issues; most of them are based on the VP2 results. A detailed test matrix and test guidance document has been provided to the VTF. The EV Group gave an overview of the vehicle testing phase and the intended test procedure. Japan will contribute to the EV-VP2 and intends to complete EV validation testing already until the end of July. Kobayashi-san presented a test plan that will be put to work in Japan. Some of the test items are unique Japanese evaluation issues. These items are not required to be conducted by other VP2 participants.

6. Update from the AP Group

A status report was given by Cova Astorga (doc. WLTP-DTP-10-11). Much progress has been made regarding the measurement methodology and in the GTR drafting. NO/NO_x will be measured by all labs. N₂O and NH₃ will be measured by some labs. The AP Group is confident to have sufficient validation data for NO/NO_x measurement. For further components further measurements will likely be necessary.

7. Update from the Drafting Coordinator

On June 3, 2012, DC uploaded to CIRCA a “snapshot” of the work done on the draft GTR up to that date. It consisted of individual PDFs of each Annex processed during numerous web/telephone conferences and face to face meetings, and a single PDF file combining the individual PDFs together. The work on most annexes is proceeding well, although a few more web/telephone conferences will be needed.

Now that there has been a great deal of technical input to the annexes, DC can now concentrate on better structuring of the GTR, eliminating repetitions, correcting grammatical errors, and working on sections such as scope/purpose, definitions, abbreviations, symbols, etc. In closing, DC mentioned that web/telephone conferences are very productive.

8. Next meetings

DTP 11 will be held at JRC in Ispra from 24th to 26th September in conjunction with a half-day DHC meeting.

All subgroup reports will be posted on the CIRCA and UN-ECE website:

<http://circa.europa.eu/Members/irc/enterprise/wltp-dtp/library?l=/&vm=detailed&sb=Title>

http://www.unece.org/trans/main/wp29/wp29wgs/wp29grpe/wltp_dtp10.html

For the wrap-up:

06.06.2012; GD,JS