

## **Eleventh Plenary meeting of the Working Group On Off-Cycle Emissions 13 & 14 September 2005, Chicago, USA**

and

## **Third Editorial Committee meeting of the OCE gtr 14 & 15 September 2005, Chicago, USA**

### **Agenda Item 1**

- A. The draft agenda was reviewed and approved by the plenary group. Please see Attachment 1 for the draft agenda and Attachment 2 for the list of attendees.

### **Agenda Item 2**

- A. The minutes of the Tenth Plenary Meeting were reviewed.
- B. OICA asked that the following correction be made to minutes on page 3:
  - Current text:  
"The EU representative asked what OICA's rationale was in changing the **cumulative** frequency from 95% to 98%. OICA found that the 95% cumulative frequency was too low and thus suggested looking at 98% or 99.5%.
  - Revised text:  
"The EU representative asked what OICA's rationale was in changing the **upper** cumulative frequency from 95% to 98%. OICA found that the 95% cumulative frequency was too low and thus suggested looking at 98% or 99.5%.
- C. There being no other corrections or revisions to the minutes, the minutes were adopted by the Plenary Group and will be submitted to the GRPE secretary for posting.

### **Agenda Item 3**

- A. JASIC made a presentation titled "Results of Engine Speed Frequency Analysis in Actual driving Around Tokyo Metropolitan Area".

EMA stated that there is a fair amount of activity in the lower speed assuming the  $N_{10}$  is at 15%. Recognizing how the NTE works, you have to be in the zone for some period of time, which is 30 seconds in the US, to have a valid NTE event. Is the activity shown very transient going through the zone or steady-state in that it would not be included in NTE evaluations? JASIC responded that it is not confirmed but semi-steady- state operation with those low engine speed is frequent in Japanese urban driving.

The Chair stated that a possible issue is that in the US we may find that vehicles do not have a valid NTE event in urban driving, because there may not be very many 30 seconds events. If this is not the case in Japan, then expanding the zone may not accomplish what JASIC wants, unless you also shorten the time period for valid NTE event. We won't know unless look at the data on a second by second basis, if changing the WNTTE control zone will have the desired effect. Vehicles in Japan are much lighter, than US vehicles for which we have NTE data, therefore the US experience may not be as applicable due to the size of the vehicles. If you lower the speed zone, it picks up 10 to 15% more of the speed operation for that vehicle.

EMA stated that if someone were to do a similar analysis, we may get a better sense of US urban driving conditions, but it is hard to get a valid NTE event in the US in urban conditions, because the engine does not operate long enough in steady state.