

<b>WLTP DHC subgroup</b>	
<b>Title</b>	Minutes of 8th Meeting
<b>Working Paper Number</b>	WLTP-DHC-08-04

## **MINUTES OF 8<sup>th</sup> WLTP-DHC MEETING**

1. This note records the discussions and outcomes of the eighth WLTP-DHC meeting, held on 7<sup>th</sup> June 2011 at the Palais des Nations in Geneva.

### **In Use Data Collection**

2. The chairman informed the group that data had been received from India, but not yet from China. The Chinese delegation explained that they did not yet have agreement from their administration to submit their data, but hoped that they may be able to submit it soon. The chairman noted that, in view of the timescales, the group would now need to proceed with the cycle development without the Chinese data, although once received this could be considered in any subsequent analysis and amendment of the cycle.
3. India gave a presentation on their data collection in and around 6 different cities. Their data gathering included 12 cars, 2 SUVs and 4 light goods vehicles encompassing petrol, diesel and natural gas fuelled vehicles. Weekday, weekend, on-peak and off-peak driving was covered in the data gathering. 68,370km of data gathering in total was submitted. India noted that the only deviation from DHC's data gathering guidelines was that the drivers were drivers of company vehicles and did not pay for their own fuel.

### **Regional Weighting Factors**

4. The chairman introduced the options outlined at the last meeting for weighting the regional data in order to produce unified distributions. Contracting parties discussed their preferences for the various options and the weighting factors that resulted from them. The vice chairman summarised that Contracting Parties in the Asia region had concerns that traffic volume based weighting factors based on old traffic volume data did not reflect significant recent traffic growth in some countries, whilst European Contracting Parties had concerns that option 1 would significantly under-represent European driving patterns.
5. India explained that they had updated traffic volume data (from 2010). Mr Ichikawa presented revised traffic volume weighting factors using the latest data from India. These increased India's weighting factors by three to six percentage points (depending on phase) with corresponding small reductions in Japanese, EU and US weighting factors. The vice chairman asked Contracting Parties who had submitted data if they could accept the weighting factors resulting from this approach. India, Japan, Korea and the European Commission confirmed that

they could. European Union Member States were asked to indicate if they disagreed with the Commission's view, none did so. Other Contracting Parties were asked if they could accept this approach. There were no objections. The revised traffic volume based weighting factors were therefore agreed.

6. Sweden gave a presentation on the possibility of applying regional weighting factors to emissions results from each phase of the test cycle. The vice chairman thanked Sweden for the presentation and noted that this was for further discussion at a later stage.
7. India requested that the analysis of threshold speeds presented at the 7<sup>th</sup> meeting be supplemented with analysis of 35, 70 and 90km/h and 40, 60, 90 km/h thresholds to demonstrate why these had not been selected. JRC noted that the 40km/h option had been considered in earlier analysis. It was agreed that this previous analysis should be added to document DHC-07-02 which should then be reissued as revision 1.

### **Mode Construction**

8. The chairman presented the options for the test sequence of cycle phases. He explained that the bracketed repeat Medium speed phase was for the purposes of repeat testing of Hybrid Electric Vehicles. He also noted that option 3 was similar to existing US procedures.
9. Option 4, which excluded the Extra High speed phase was discussed. The vice chairman, supported by Germany and the JRC, noted that it was not a realistic option for the EU to exclude >110km/h running from the test cycle. Option 4 was therefore deleted from consideration.
10. India noted the need to be able to exclude the High speed phase in the case of vehicles with maximum speeds below the High speed phase speeds. The vice chairman responded that this had been considered in developing the options, and that it was understood that, in any option, High and Extra High speed phases could be excluded for such vehicles. Mr Steven asked whether the maximum speed of Japanese kei cars would align better with a 100km/h, rather than a 110km/h High speed phase upper threshold. Japan responded that kei cars were limited to 80km/h maximum speed (*note: 100km/h maximum speed from 2000*), but the application of the WLTP for these cars would be considered nationally at a later date.
11. OICA asked when the maximum speed of the Extra High speed phase would be decided. The vice chairman responded that the analysis would simply choose the Extra High speed short trip, or partial short trip, that best matched the Extra High speed distribution. Mr Ichikawa confirmed this whilst Mr Steven expressed reservations about the feasibility of this.
12. OICA explained that the proposal to merge sampling for some phases was in order to limit tests to 4 gas sampling bags avoiding the need for intermediate soak periods to perform gas analysis.

13. Delegates were asked to submit their assessments of the various options according to the criteria outlined in document DHC-08-02 in advance of the July DHC meeting which would further discuss this issue.

### **Next Steps**

14. Mr Ichikawa indicated that the draft DHC cycle would be available for discussion at the next DHC meeting. NTSEL, JARI, JAMA, JRC, UTAC, ACEA, South Africa and JAMA all indicated their intention to participate in Validation 1. India and Korea also hoped to be able to participate. A proposal for gear shift points will also be provided for discussion at the next meeting.

15. It was announced that the 9<sup>th</sup> DHC meeting would take place in central Stockholm on 6<sup>th</sup> July, if necessary continuing for the morning of 7<sup>th</sup> July. Sweden will confirm the venue in due course.

**Chris Parkin - DHC sub-group vice chair**