

General Issues:

1. The road map was presented and discussed. An updated version will be posted on the websites.
2. It was requested to update the consolidated version of the road maps, WLTP-DHC-DTP. Mr. Ichikawa will prepare and present at DTP6.
3. A more detailed validation test 2 table was presented and discussed. An updated version will be posted on the websites.
4. All subgroups shall identify the relevant definitions and complete the table LabProclCE-049 by end of May 2011.
5. GTR drafting group – EU Com is going to sponsor the coordinator. It is expected to have the group installed by mid of May 2011 at the latest. The drafting group is responsible for consolidating text and definitions.
6. Next meetings:
 - a. DTP6 face-to-face meeting: 08.06.2011, Geneva during 62nd GRPE, details to follow.
 - b. DTP7 face-to-face meeting: 12.09.2011 14:00 -14.09.2011 12:00, JRC (Ispra, Italy), details to follow.
 - c. DTP8 face-to-face meeting: 10.01.2012, Geneva during 63rd GRPE, details to follow.
7. Vehicle weight/inertia weight – Peter Mock presented the step-less inertia weight approach. Without knowing the definition of curb weight and reference weight the inertia weight cannot be defined. André Rijnders., Chris Parkin, Peter Mock, and Arne Richters are going to prepare a proposal for a definition of test mass. It will be distributed prior to DTP6 and will be part of the agenda of DTP6.
OICA is going to show influence on emissions and fuel consumption of the 60 kg steps at DTP6.
8. Family concept has been briefly discussed. It was decided, that DTP Chair and Secretary prepare a document based on the different regulation and present it at DTP6.
9. Test and soak temperature – EU Commission together with JRC shall present test results to show effect on CO₂ at 25 °C and 15 °C at DTP6. India shall present test data at 30 °C and 20 °C at DTP6.
UTAC presented preliminary results with finals expect to be presented at DTP6. It seems to be that this point needs to get escalated to GRPE.

Subgroup Reports:

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_dtp05.html

Lab Processes – Electrified Vehicles:

1. Presentation regarding the group progress and open issues.
2. Open issues will be handled inside the group. No activities from DTP needed so far.

3. Subgroup requested participation of EU Com at the next subgroup meeting on 09.05.2011 in Brussels.
4. Chair was asked to distribute/upload the complete member list as it is up to date.
5. It was agreed by chair to prepare a graphical overview of the test procedure to be presented at DTP6.

Lab Processes – ICE:

1. Presentation regarding the group progress and open issues.
2. Advanced CVS procedure – No further comments received. Response to EPA regarding their comment was send. So far no reaction.
Three options have been discussed and will be brought up to the next GRPE for decision
 - a. Maintain the original proposal.
 - b. Draw back the proposal.
 - c. Incorporate it in the draft GTR with the possibility to use it on a national basis.
3. “Dyno Mode” has been discussed and agreed in principle. A consolidated definition will be presented at DTP6 in collaboration with NL and UK.
4. Based on the discussion of multimode gearboxes a GTR text will be drafted and presented at DTP6.
5. Principal agreement of SOC of the starter battery for ICE and EV, based on TUEV Nord proposal, achieved. A draft GTR text will be presented at DTP6.
6. Tire pressure for road load determination was agreed as proposed.

PM/PN:

1. Presentation regarding the group progress and open issues.
2. Open issues will be handled inside the group. Some assistance is needed from other groups and /or DTP.
 - a. It was agreed to specify procedure on tunnel background emissions, leaving decision on whether to allow it for regional implementation.
 - b. Additional Pollutants sub-group to consider whether exhaust transfer tube insulation specified is adequate for water soluble additional pollutants, e.g. carbonyls, or whether heating required.
 - c. DPF active regenerations on test should be triggered, otherwise some method of indicating regeneration has started will be needed.
 - d. Where do we report recommendations for future research e.g. further examination of correcting PM for artefact?
 - e. DPF active regeneration measurements
 - i. Is PN measurement system capable of excluding worst case volatile material during DPF regenerations?
 - ii. CVS and filter face temperatures during passive regenerations?
 - f. Tunnel pre-conditioning
 - i. Is 20 minutes at 120kph sufficient?
3. Subgroup stays in close contact to Lab Processes - ICE subgroup regarding test equipment, especially dilution tunnel.

Additional Pollutants:

1. Presentation regarding the group progress and open issues.
2. Due to instrumentation modification, it was decided to exclude AP from validation test 2.

Reference Fuels:

1. Work is going on. Test fuel for validation tests needs to be specified.