

| | | Status | critical degree | Urgency or closed date | base document : 210308 - ECE-TRANS-WP29-GRPE-2021-XXe - EVE IWG Proposal for Battery Durability GTR_Track changes.docx | |
|------------------|--|--|-----------------|------------------------|--|--|
| | | | | | concerns and/or comments | solutions |
| Main Body | | | | | | |
| 3 | Definitions | | | | | |
| | For any terms not herein defined, the definition set out in UN GTR No. 15 shall apply | deleted with no discussion and with no [] | high | high | 1. may lead unnecessary conflict with other GTRs (e.g. same terminology but different meaning and vice versa) 2. quite efficient to refer the existing GTR | go back to original text |
| | 3.x. Battery/Rechargeable electrical energy storage system | open | high | high | make it clear what kind of batteries (REESSs) will be applicable and the appropriate terminology in this GTR | exclude non-traction REESSs (i.e. 12V auxiliary battery) REESS is OK for US/Canada ? please refer appendix3 |
| | 3.x. UBE/Electric Range describe calculation formula | open | high | high | 1. inappropriate to describe the calculation formula in definition 2. "test procedure used for certification" refer a variety of test procedure. Better to make it clear. e.g. Type1 in case of GTR#15, | delete the whole calculation formula then create new Annex to clarify the test procedure and the calculation process for each performance parameter (please refer the appendix1) |
| | 3.x. UBE In the confirmation cycle or charge-balanced cycle, the energy balance shall be considered and corrected to a charging balance neutral energy balance. | open | high | high | need to make it clear how to "correct to a charging balance neutral energy balance" | delete, then define correction methodology in new Annex based on IWG agreement |
| | 3.x. Minimum Performance Requirement/ Declared Performance Requirement | open | none | high | same description in main body may have a chance to modify only one portion, then create unnecessary confusion | delete from definition section |
| | 3.x Certified usable battery energy | open | mid | high | better to use same terminology "certified UBE" or "certified energy" ? | "certified UBE" |
| | 3.x Measured usable battery energy Measured range | open | mid | high | use terminology in definition section only | delete from definition section |
| | 3.x. SOCR/SOCE monitor Estimated SOCR/SOCE Measured SOCR/SOCE | open | none | high | same description in main body may have a chance to modify only one portion, then create unnecessary confusion | delete from definition section |
| 5 | Requirements | | | | | |
| 5.1. | shall determine the algorithms by which estimated SOCR and estimated SOCE are determined for the vehicles they produce | closed | low | high | <editorial comments> "estimated, including estimated SOCE/SOCR" may mislead unnecessary criticism (regulate with estimated value?) better to use the harmonized terminology | how about "on-board" ? in-line with OBFM wordings |
| | The estimated SOCR and SOCE shall be rounded to the [nearest whole number/first decimal place] according to paragraph 7 of this UN-GTR | open | high | high | | please refer JPN comments_Part 2 |
| 5.2. | In the second case, the values shall apply from the start of the life of a vehicle up to 8 years or 160,000 km, whichever comes first | closed | low | high | clarify the meaning of the text "In the second case" means 8 years or 160,000km ? If so, how about "first case" ? Described in Table clearly | can be deleted |
| | Table 1/2 MPRI | open | high | high | support proposed text | delete [] |
| | The manufacturer shall ensure that batteries installed in vehicles will perform equal or better than the MPRI (or DPRI if applicable) | closed | high | high | conflict with para. 6.4.2. | delete "The manufacturer shall ensure that batteries installed in vehicles will perform equal or better than the MPRI (or DPRI if applicable) " |
| 6. | In-Use Verification | | | | | |
| 6.1. | with respect to verification of the SOCR/SOCE monitors [and shall be subsets of Part A families] | closed open | none high | high high | editorial error | with respect to verification of the estimated (or on-board) SOCR/SOCE please refer JPN comments_Part 2 |
| 6.2. | monitor family may be extended in the case of a different algorithm or BMS if there is sufficient evidence that the performance of the monitor will not be affected other systems that might influence the electric energy consumption of the vehicle | closed closed | mid mid | high high | hard to understand, please help me different algorithm can be same family ? including tyre wear, brake friction, lamp malfunction and so on ? It's too much and ambiguous | |
| 6.3. | Part A: Verification of SOCR/SOCE monitors | | | | | |
| 6.3.1. | [The verification of the monitors shall not be mandatory if the annual sales of the monitor family are less than 5,000 vehicles in the market for the previous year. Such in-service conformity families may still be selected to be tested for Part A, at the request of the responsible authorities.] | open | high | high | | please refer JPN comments_Part 2 |
| 6.3.2. | [whole number/first decimal place] | open | high | high | | please refer JPN comments_Part 2 |
| | UBE _{declared} /Range _{declared} | open | high | high | | create new Annex to clarify the test procedure and the calculation process for each performance parameter (please refer the appendix1) |
| 6.3.4. | Statistical Method for Pass/Fail decision for a sample of vehicles | open | high | high | | please refer JPN comments_Part 2 |
| | OptionB x _i = SOC _{read,i} /SOC _{measured,i} □ | open | high | high | | please refer JPN comments_Part 2 |
| | OptionB the factor A shall be set at [1.01] | open | high | high | depend on the resolution of on-board SOCE/SOCR | |
| 6.4.1. | If the number of vehicles in the sample is less than [500], then presence of a flag of the monitor triggered by Cases B of Annex 2 shall be used to decide whether the vehicle has been abnormally used and therefore should be excluded from the sample. All vehicles with a flag of the monitor according to Annex 2, Cases A shall be excluded from the sample | open | none | high | clarify the meaning of the text please refer the appendix2 | |
| 6.4.2. | [90 per cent] | open | high | high | support 90 per cent | delete [] |
| 7 | Rounding | added with no discussion and with no [] | low | high | | delete whole section if IWG agree that no rounding is necessary, otherwise refer GTR#15 para. 7. in main body |
| Annex 1 | Vehicle Owner Interview Was the vehicle stored and not used for more than one full month during its life? If so, how many times per year? | added with no discussion and with no [] | low | high | clarify the meaning of this survey (seems to be same content as Annex2/Case_B) please refer the appendix2 | |
| Annex 2 | | open | high | high | | please refer JPN comments_Part 2 |