OICA position on
Part A and Part B Verification of Monitors
EVE-IWG #51
08.-09.07.2021
Part A: Verification of Monitors (current text)

- Improves accuracy of the SOCE value

- Concerns about systematic shift in SOCE upon clearing the Case A flag

- How will the Case A flag be displayed? Will it be visible to the consumer?

Supported by OICA
Part A: Verification of Monitors (no Case A flag)

- Could the Annex 2 Case A criteria be moved to Annex 1 Vehicle Survey (exclusion criteria)?
- Annex 2 Case A: “The vehicle has not done a full charge-discharge cycle during the last month”
- Wording of criteria will need rephrasing / defining further

Acceptable for OICA with SOCE readout after preconditioning.
Part A: Verification of Monitors (USEPA, SOCE %var)

Mike Olechiw

- Suggestion to record SOCE before and after VM update and have a permitted variance between values, e.g. 5%

- Is this double-counting 5% tolerances?

Not supported by OICA
Part B: Verification of Battery Durability (current text – no Case B flag)

- Ensures accuracy of the SOCE value
- Concern that large number of Case A flags could be excluded
- Concern that poor performing vehicles may be hidden by Case A flags

Supported by OICA

No Case B flag:
The following sentence to be added to paragraph 6.4.1.:

\[ (...) \]

If the number of vehicles in the sample is equal or more than 500, then all vehicles shall be included in the sample. Vehicles that have not been properly maintained may be excluded from the sample regardless of sample size. Evidence shall be provided to the responsible authority.
Part B: Verification of Battery Durability (no flags)

- To be discussed

If no Case A flag → further discussion required about possible solutions within IWG EVE

No Case B flag:
The following sentence to be added to paragraph 6.4.1.:

(...)

*If the number of vehicles in the sample is equal or more than 500, then all vehicles shall be included in the sample.*

*Vehicles that have not been properly maintained may be excluded from the sample regardless of sample size. Evidence shall be provided to the responsible authority.*
Part B: Verification of Battery Durability (JPN, record flag data)

• By recording SOCE/virtual mileage even when Case A flag is on, possible to probe the data to detect potential misuse

• Where is the data being recorded? Who is monitoring the data for misuse?

• Concerns whether action could be taken if misuse was detected

Acceptable for OICA

No Case B flag:
The following sentence to be added to paragraph 6.4.1.:

(...)
If the number of vehicles in the sample is equal or more than 500, then all vehicles shall be included in the sample. Vehicles that have not been properly maintained may be excluded from the sample regardless of sample size. Evidence shall be provided to the responsible authority.
Part B: Verification of Battery Durability (USEPA, fail on % flags)

Mike Safoutin

- Removes incentive to deliberately raise Case A flag by including them as a possible failure criteria

- What percentage would be used as a failure?

Not supported by OICA
Part B: Verification of Battery Durability (hybrid of JPN/USEPA)

• As in JPN’s proposal, if Case A flag is on, SOCE and virtual mileage at last update is recorded, but vehicle is excluded

• However, USEPA proposal of failing on % flags still applies, removing incentive to deliberately raise flag

• What percentage would be used as a failure?

Not supported by OICA