

EU-Commission JRC Contribution to EVE IWG: *In-vehicle battery durability e-HDVs draft GTR updates*

62nd meeting of the GRPE Informal Working Group
Electric Vehicles and the Environment (EVE)

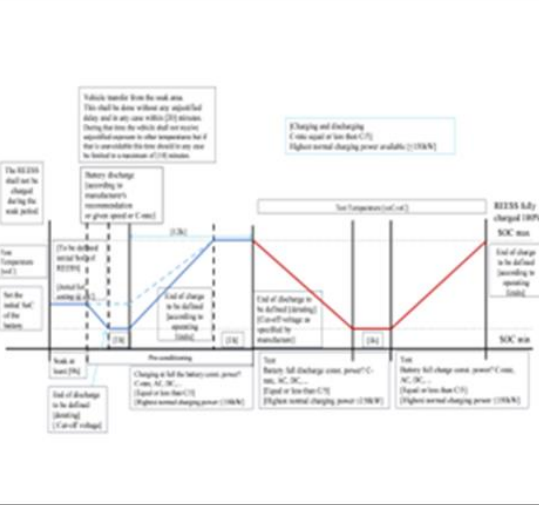
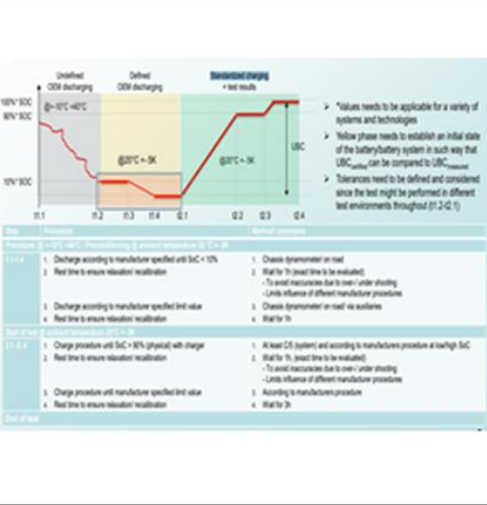
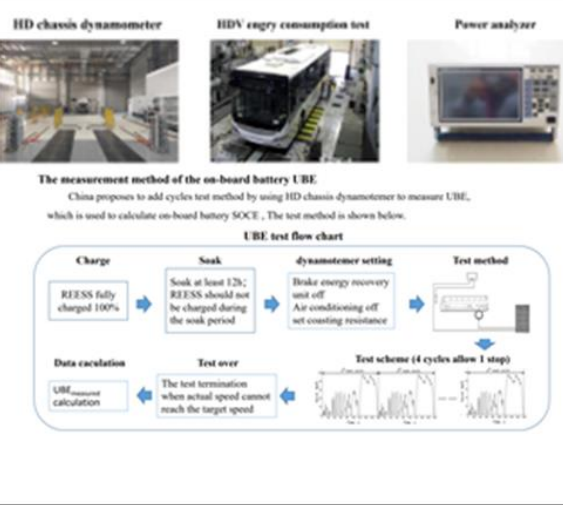
*Elena Paffumi, Gian-Luca Patrone
Geneva, Switzerland, May 30, 2023*

Summary of the main points out from the drafting meeting

- Statement of technical rationale and justification: the LDV text has been removed from the draft GTR for clarity purpose. To be updated later.
- HD-PEVs, HD-OVC-HEVs, Vehicle propulsion system definitions accepted during drafting session May 15. Still open: Special purpose paragraph
- Definition section: the text related to the concept of battery system and assembly of battery system as proposed by OICA EVE-61-20e has been discussed. Japan expressed the preference to leave only battery as per GTR 22 without additional definitions. The text has been slightly rephrased for revision.
- During the Breakout session on HDV GTR metrics on May 10 has been decided to add in the draft text a reference to the Energy throughput metric. Current text foresees: years, mileages, En-throughput as threshold parameters for MPR verification. To refer to capacity throughput instead is still under discussion.
- V2X or PTO to be considered in virtual mileage: discussion still open. To think about verification methods for the counter of En-throughput
- Part A verification of monitor family: Proposal to add a maximum normal charging power in the family definition to be referred in the Part A test procedure instead of defining: highest normal charging power available [$\leq 150\text{kW}$]. To discuss and verify it.
- To consider to revise Annex1: few changes proposed in the text to be verified. OICA suggestion to add a definition of ultra-fast and Mega-Watt charging referring to charging power standards ISO/SAE

Summary of the main points out from the drafting meeting

- EVE IWG 61 New testing procedures from OICA (only charging test procedure) and China (dyno test procedure) and testing results from Japan.
- Drafting meeting May 15: proposal from OICA to add a table with the proposed test procedures. Added in paragraph 3. of annex 3

Proposed test procedures		
Round Trip Efficiency (RTE) test (full discharge – full charge cycle)	Standardised charging	Cycles test method by using HD chassis dynamometer
		
EVE- 61- 21e	EVE-61-20e	EVE-61-18e

Thank you

Contacts Info:

EC DG JRC DIR-C EMC Sustainable, Smart and Safe Mobility Unit
elena.paffumi@ec.europa.eu, gian-luca.patrone@ec.europa.eu



© European Union 2023

Unless otherwise noted the reuse of this presentation is authorised under the [CC BY 4.0](https://creativecommons.org/licenses/by/4.0/) license. For any use or reproduction of elements that are not owned by the EU, permission may need to be sought directly from the respective right holders.