



UNECE EVE-IWG

Determination of Electrified Vehicle Power

OICA comments on GTR21

EVE-IWG #65

11.-12.10.2023

Proposal to modify 5.1.4. according to COP tolerance

If:

$$\frac{|(\text{measured fuel flow rate} - \text{fuel flow rate at certification})|}{\text{fuel flow rate at certification}} < (0.02)$$

and

$$\frac{|(\text{gauge pressure at test} - \text{gauge pressure at certification})|}{\text{intake manifold pressure at certification}} < (0.02)$$



OICA



Question whether 2% deviation between results from an R85 measurement with combustion engine A and results from the GTR21 measurement with combustion engine B represent a plausible tolerance range; in COP, the power between the aggregates may vary by 5%.
27. September 2023, 10:18

@erwähnen oder antworten

Justification:

- Alignment to the COP tolerance of 5% reflects the test condition much better than the 2% from R85
- With the current text, R85 results could be difficult to be used for the TP1 test

Proposal to modify 5.1.4.

Current wording	Proposed new wording
<p>5.1.4. Soak area</p> <p>The temperature of the soak area shall be maintained at 25 °C ±10 °C.</p>	<p>5.1.4. Soak area</p> <p>The soak area shall have a temperature set point of 25 °C. The tolerance of the actual value shall be within ±5 °C.</p> <p>At the request of the manufacturer, 25° C can be replaced by Type 1 soak area target temperature of 23°C.</p>

Justification:

- Reduce the tolerance for increased reproducibility of the test results
- Enable the use of Type 1 soaking areas