

2nd Meeting “EBSIG’s Specialist Sub-group to address the energy question”

Participants

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Date: 1st of August 2023

Time: 09:00 AM - 12:00 AM CET

Venue: TEAMS

Discussion

1. Compliance Policy (Arlina Benson - OICA I VDA)
 - Arlina Benson (VDA) introduced the rules of compliance to be respected in the meeting.
2. Approval of last meeting minutes (Heiner Hunold – CLEPA)
 - The meeting minutes of the last meeting are approved.
3. Summary of last meeting (Heiner Hunold – CLEPA)
 - Heiner gives a brief summary of the last meeting from the 25th July 2023.
 - Heiner provides a debriefing of the presentation which was sent to all participants ahead of time: “2023-08-01_Sub Group Energy_working material_2nd session_V01.”
 - Questions:
 - Slide 2: Reconsideration of clamping force?
 - Slide 2: Brake force instead of clamping force? (braking force is not defined in Reg 13)
 - Slide 3: What is meant with “Besides other safety systems” example ABS (part of the braking system that needs energy.) steering is not meant is this point.

Changes made

- Slide 2:
Pneumatic Braking Systems
 - the reserve of energy can be measured and monitored at any time directly (by direct means at PTI)
- Slide 3:
 - “... ~~via the clamping force of the actuators besides other safety systems~~” (Slide 3) will be deleted from the sentence, as it means e.g. the ABS, which is part of the braking system which needs energy. This does not include the steering. To avoid confusion this sentence will be deleted.
 - ISO 26262-1:2018: “reasonably foreseeable technically possible and with a credible or measurable rate of occurrence”
- The manufacturer shall demonstrate to the satisfaction of the [Type Approval Authorities] the Technical Service that REESS is robust under all reasonable [foreseeable] operation conditions.
[Note Claus Pastor: “... must be demonstrated to the Approval Authority or the technical Service acting on its behalf (hereafter referred to as Type Approval Authority) ...”]

4. Conclusions and Homologation Model (Heiner Hunold & Jonas Stueble – CLEPA)

- The TOP “and Homologation Model” was taken off the agenda, as it is not a relevant topic for this expert group. Nonetheless the item will stay on the agenda.
- Jonas provides a detailed explanation of Slide 4

Heiner: Slide 3 item 2 – output power must be considered → “... and weather the output power is enough to guarantee ...”

5. Use Cases as proof of concept (Heiner Hunold & Jonas Stueble – CLEPA)
 - Low Temperature
 - e.g. the vehicle is parked outside during a cold night
 - Jonas explains slide 6
 - High Temperature
 - Exchange of a battery
 - Aging
 - Type Approval Test
 - Long Time Parking
 - Heiner shows slide 7, which describes “Type Approval Model applying REESS”
 - Technical Requirements
 - Documentation Requirements
 - Validation
- 6.
7. Next Steps (all)
 - Explain more use-cases based on the example of low temperature introduced by Jonas on slide 4
 - General criteria/descriptions needed
 - Improving the wording on slide 3

Next meetings

No	Industry Preparation	Subgroup
1	none	25-07-2023 (09:00 AM-12:00 AM CET)
2	31-07-2023 (08:00 AM-9:30 AM CET)	01-08-2023 (09:00 AM-12:00 AM CET)
3	07-08-2023 (08:00 AM-9:30 AM CET)	08-08-2023 (09:00 AM-12:00 AM CET)
4	10-08-2023 (08:00 AM-9:30 AM CET)	16-08-2023 (09:00 AM-12:00 AM CET)