

Japan Positions on Level Concept

JPN sees that no levelling concept is necessary for SG4

→ set only "Level 4" to take care of all potential items (expect SG4 member to update them in excel file), then SG4 makes a decision of the applicable items under the current ToR time scale (~2025).

Level Concept for SG4

USE PHASE	Reference Vehicle	Representativeness	Energy consumption		Maintenance	Service Life
			In-use	Charging		
Level 1	General concept per powertrain tech /energy carrier	Global average	Average homologation value normalized to WLTP corrected for RW (global)	Generic charging efficiency (?)	Generic	Generic/Global
Level 2	Same as Lv 1	Regional (EU/US/JP/KR/CN...)	Regional RW correction	Regional charging efficiency value (standardised)	Generic/regional	Regional / Unique service life
Level 3	Representative vehicle for each OEM/powertrain/energy carrier (need to define criteria)	OEM/National	OEM-resolution and assumptions for RW performance	OEM average efficiency (standardised?)	OEM Specific	Regional with option to declared higher life
Level 4	Specific OEM's vehicle model	OEM's specific vehicle model	High-resolution RW value (based on OBFCEM or similar data)	Vehicle specific charging efficiency (standardised?)	Model specific	OEM/Model specific average data

<example>
 PEV : X yrs/x km
 HEV : Y yrs/y km
 FCHV : Z yrs/z km
 Others : XY yrs/xy km

: JPN pursues under the SG4 activities (some of items are still under the discussion)