



# Enacting plan on In-vehicle Battery Durability Regulation of Korea

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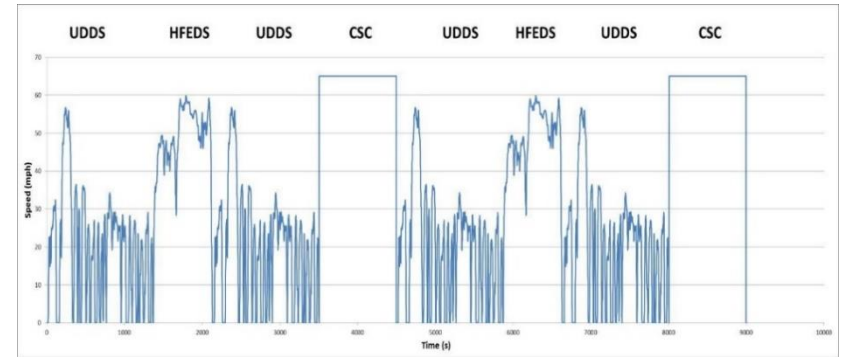
# Enacting plan on In-vehicle Battery Durability Regulation of Korea

## ■ Purpose

- Improve EV sustainability by reusing battery
- The SOH monitor will be used not only for GTR22 but also for battery reuse decisions

## ■ Scope and application

- Vehicles subject to “certified range” with MCT mode by KMVSS
- Passenger vehicles, buses and trucks not heavier than 3.5 tons



## ■ Stage 1: mandatory installation of SOH monitors with 5% accuracy – Part A

- Mandatory installation of the SOH monitor that maintains its accuracy throughout the lifecycle of vehicle
- Selection of 3 to 16 sample vehicles
- $SOH_{read} - SOH_{measured} < 5\%$  Verification of accuracy

$$SOH_{measured} = \frac{Measured\ range(MCT)}{Certified\ range(MCT)} * 100$$



# Enacting plan on In-vehicle Battery Durability Regulation of Korea

- Stage 2: MPR – Part B

- Establishment of MPR as a warranty regulation in KMVSS

$$SOH_{measured} = \frac{Measured\ range(MCT)}{Certified\ range(MCT)} * 100$$

MPR warranty	MPR
From the start of life to 5 years or 100,000 km, whichever comes first	80%
For vehicles more than 5 years or 100,000 km, up to 8 years or 160,000 km, whichever comes first	70%

- Future plan

- A study on the variation of monitor accuracy as vehicle gets old

- A study of sampling methods for selecting vehicles and number of samples depending on the lifetime of vehicles