

Under discussion

WLTP-10-41e

Mode Selectable Switch

Subgroup EV

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Discussion status within Subgroup EV

Under discussion

ACEA:

- Developed this proposal
- Supports this proposal

JP:

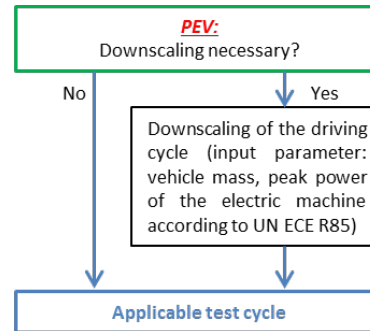
- Will review the proposal
- Will come back with feedback on the proposal in the next Subgroup-EV web-audio meeting

PEV: Mode Selectable Switch

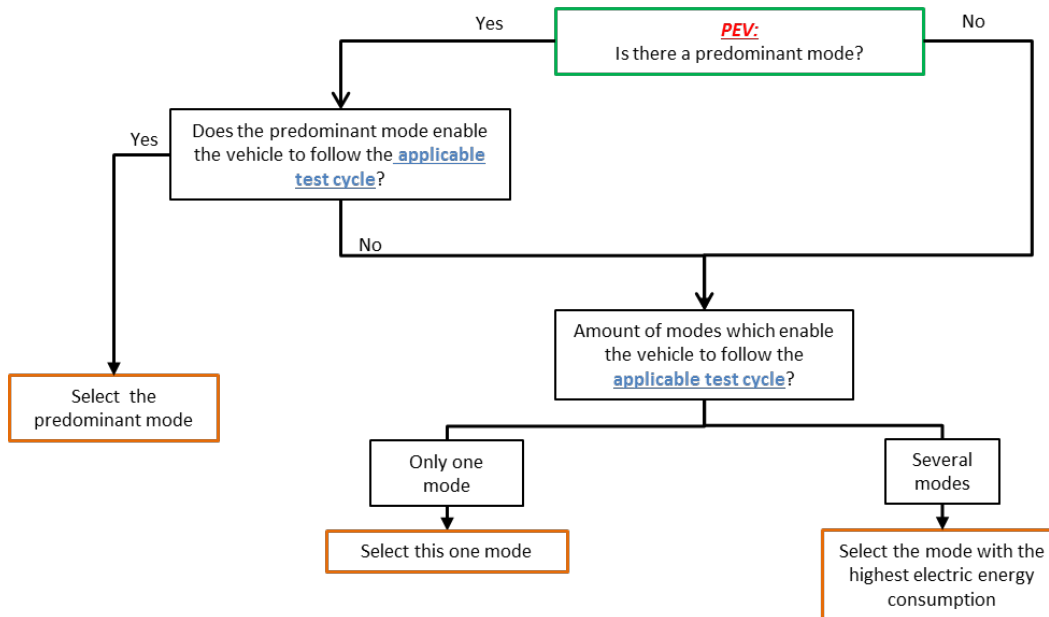
Under discussion

Proposal for the mode selection – alternative solution (flow chart):

1. Step:



2. Step:



PEV: Mode Selectable Switch

Under discussion

Proposal for the mode selection – alternative solution(text):

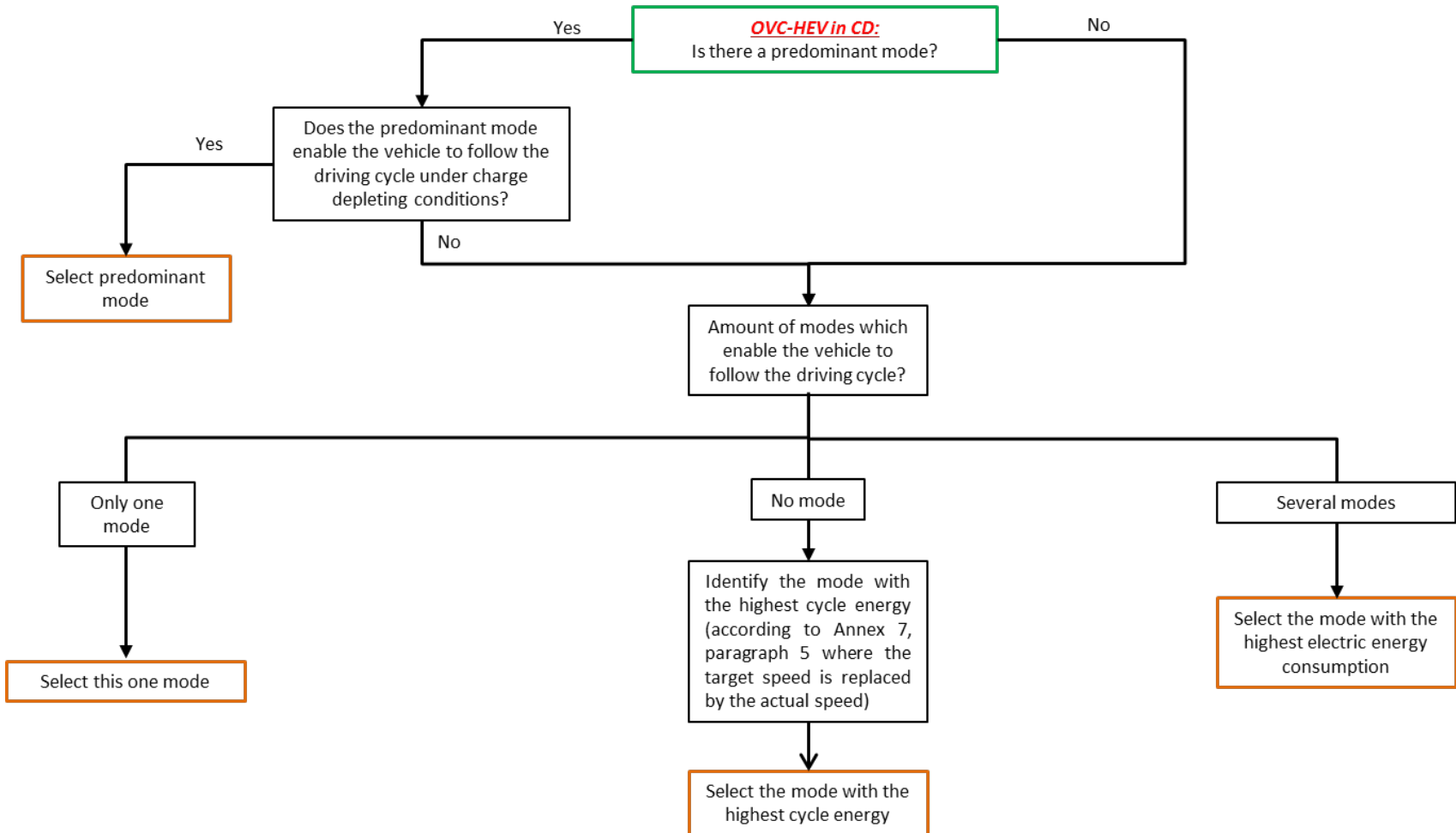
For vehicles equipped with a driver-selectable operating mode:

1. If there is a predominant mode that does enable the vehicle to follow the applicable test cycle (within the speed trace tolerances according to Annex 6, paragraph 1.2.6.6.), this mode shall be selected.
2. If there is no predominant mode or if there is a predominant mode but the predominant mode does not enable the vehicle to follow the applicable test cycle (within the speed trace tolerances according to Annex 6, paragraph 1.2.6.6.), the test shall be performed by using a mode that enables the vehicle to follow the applicable test cycle (within the speed trace tolerances according to Annex 6, paragraph 1.2.6.6.). If this is a single mode, this mode shall be selected. If several modes are capable of following the applicable test cycle (within the speed trace tolerances according to Annex 6, paragraph 1.2.6.6.), the most electric energy consuming mode of those shall be selected.

OVC in CD: Mode Selectable Switch

Under discussion

Proposal for the mode selection for the CD type 1 test – alternative solution (flow chart):



OVC in CD: Mode Selectable Switch

Under discussion

Proposal for the mode selection for the CD type 1 test – alternative solution (text):

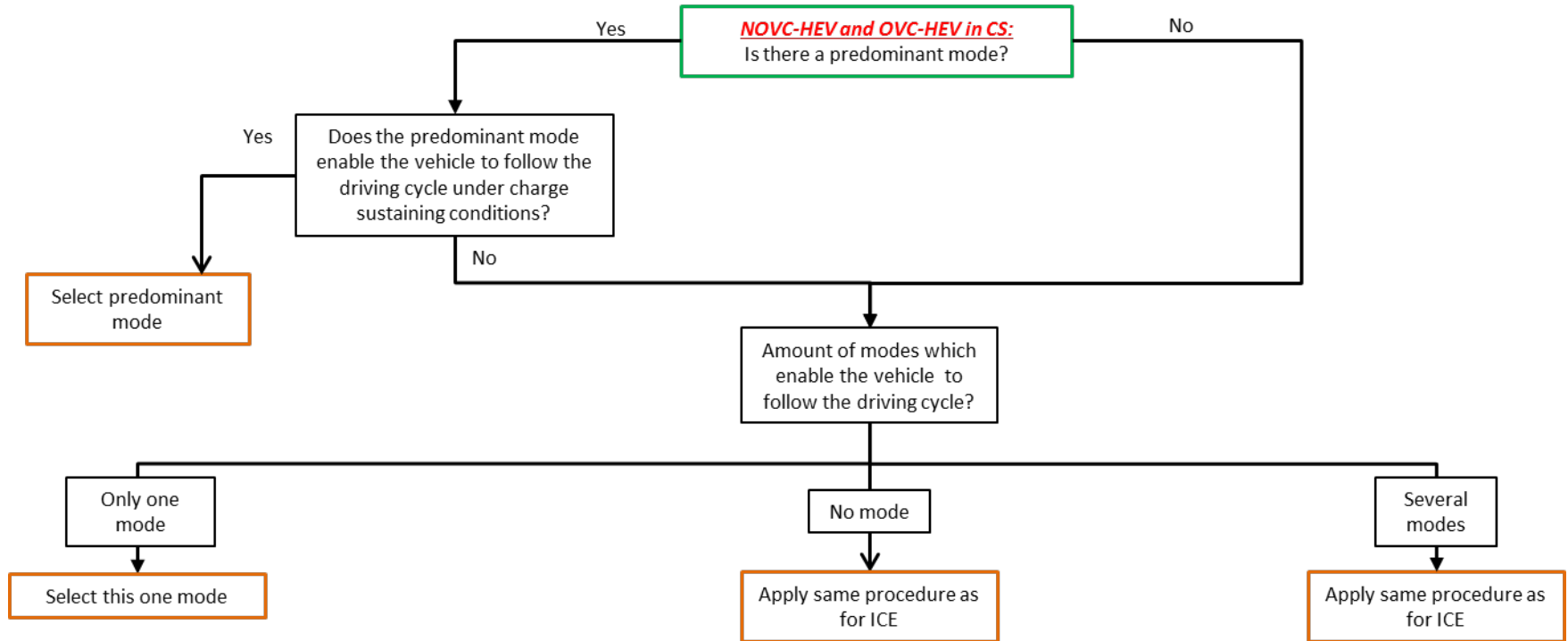
For vehicles equipped with a driver-selectable operating mode:

1. If there is a predominant mode that does enable the vehicle to follow the driving cycle (within the speed trace tolerances according to Annex 6, paragraph 1.2.6.6.) under charge depleting conditions, this mode shall be selected.
2. If there is no predominant mode or if there is a predominant mode but the predominant mode does not enable the vehicle to follow the driving cycle (within the speed trace tolerances according to Annex 6, paragraph 1.2.6.6.) under charge depleting conditions, the test shall be performed by using a mode that enables the vehicle to follow the applicable test cycle (within the speed trace tolerances according to Annex 6, paragraph 1.2.6.6.).
 - a. If this is a single mode, this mode shall be selected
 - b. If several modes are capable of following the driving cycle (within the speed trace tolerances according to Annex 6, paragraph 1.2.6.6.), the most electric energy consuming mode of those shall be selected
 - c. If no mode enables the vehicle to follow the driving cycle (within the speed trace tolerances according to Annex 6, paragraph 1.2.6.6.), the mode with the highest cycle energy (according to Annex 7, paragraph 5 where the target speed is replaced by the actual speed) shall be selected.

OVC in CS: Mode Selectable Switch

Under discussion

Proposal for the mode selection for the CS type 1 test – alternative solution (flow chart):



OVC in CS: Mode Selectable Switch

Under discussion

Proposal for the mode selection for the CS type 1 test – alternative solution (text):

For vehicles equipped with a driver-selectable operating mode:

1. If there is a predominant mode that does enable the vehicle to follow the driving cycle (within the speed trace tolerances according to Annex 6, paragraph 1.2.6.6.) under charge sustaining conditions, this mode shall be selected.
2. If there is no predominant mode or if there is a predominant mode but the predominant mode does not enable the vehicle to follow the driving cycle (within the speed trace tolerances according to Annex 6, paragraph 1.2.6.6.), the charge-sustaining test shall be performed by using a mode that enables the vehicle to follow the driving cycle (within the speed trace tolerances according to Annex 6, paragraph 1.2.6.6.).
 - a. If this is a single mode, this mode shall be selected
 - b. If there are several modes, same procedure as for ICE shall be used
 - c. If there is no mode, same procedure as for ICE shall be used