WLTP Sub Group EV	
Date	13th of March 2015
Time	09:00 to 12:00 CET
Title	WLTP Sub Group EV Meeting — minutes
Working Paper Number	WLTP-SG-EV Meeting minutes 13 February 2015

Agenda

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1		Welcome and adaption of agenda	
Purpose of the meeting to prepare for next face to face meeting the 9th to 11th of March. What points needs to be discussed and prepare the documents.			
2	# 50 #55	RCB correction, Phase Specific calculation	WLTP-SG-EV-07-02, WLTP-SG-EV-07-03, WLTP-SG-EV-07-08
Proposal from ACEA on previous meeting. Propose to use same correction factor for CO_2 family. Japan did check with data and request that also ACEA should check the proposal with data to confirm that the approach is ok. ACEA is in progress of this, possible to evaluate new data until March. Only one manufacturer and simulation data from BMW. If data from other manufacturer is available it can be of help to confirm the applicability of the proposed method. The data from Japan (JAMA) indicate that it is ok. Final decision will be possible at the next meeting. There is a question about alternative solutions, if the data does not fulfill the expected requirement.. The only alternative is to develop correction for every application in the family. The vehicle low, vehicle high and possible a vehicle in the middle. ACEA proposal is intended for more effective procedure. WLTP-SG-EV-07-08 Flowchart. One potential problem with calculation of phase specific values is for vehicles with no complete CD cycle in the CD test (vehicles with short range). The document is a proposal from Japan how to handle this. ACEA EV group already sent questions to Japan. The proposal from Japan needs to be more specific regarding what should be done. Regarding boundary conditions as one example. ACEA suggest that Japan develops the proposal to the meeting in March based on the questions from ACEA. This could be done as an example as draft GTR text. The argument that these types of vehicles are not common today is not enough motivation to ignore such cases. Either there will be a well described procedure how to deal with such vehicles or the approach that there will be vehicles without phase specific values from the charge depleting test can be accepted. As alternative Japan can accept that vehicles that does not have a complete cycle in the CD test does not have phase specific values. The proposal for calculation of phase specific values will be checked by ACEA and discuss on the meeting in March. This issue regarding the fact that some vehicles will not have phase specific values needs to be clarified with European commission (EC). And this is urgent. To conclude if further work is required or not. Sub Group EV chair will have a bilateral discussion regarding this issue with EC. **Actions**			

ACEA (BMW) will use simulation data to confirm the proposed method to use same correction factor for CO_2 family. After discussion on this issue, there can potentially be an adoption at the next meeting on this proposal.
Regarding vehicles with not complete full test cycle in the CD test: Request from SG EV that Japan develops the proposal on how to handle vehicles that do not complete a full test cycle in the CD test.
SG EV chair will contact EC to clarify the issue that there is a possibility that some vehicles will not have phase specific values. Feedback from EC is expected in advance of the SG EV meeting in March.

3	# 2	CO_2 family definition and Combined Approach.	WLTP-SG-EV-07-03

The position from Japan is to keep previous proposal.
ACEA will prepare presentation regarding this issue specifically regarding PEV, and regarding CD test for the SG EV meeting in March

In addition it needs to be checked regarding CD each phase values for OVC-HEV. Japan has already provided the calculation formula on the last meeting. This will be showed again at the meeting in March.
ACEA is of the opinion that there still is missing evaluation that the combined approach works for the CD test. This needs validation. This validation work has to be done before bringing this proposal to adoption at the Stockholm meeting in April.
If the combined approach does not work only solution is to conduct the testing of each vehicle configuration. .

Actions
Japan will evaluate the possibility to present an example to validate the combined approach in the CD test for OVC-HEV at the next meeting. It is important to consider OVC-HEVs within a family that have engine starts that are triggered by the required power or by the required speed before the SOC_{min} is reached.

4	# 51	Mode selectable switch	WLTP-SG-EV-07-03 WLTP-SG-EV-07-09

In principal Japan propose to be in line with conventional vehicles.
Expect response on this proposal to the meeting in March.
As there is a different understanding on what CS condition and charge balance neutral mode is, it has to be the aim to develop a common understanding on this issue and discuss solution based on this common basis.
From ACEA side, it is clear what is described by “charging balance neutral hybrid mode” and there is no space for a different interpretation.
This issue will be discussed in ACEA before the meeting in March.

Actions
ACEA will provide a document before the meeting with the aim to have a common understanding of the issue.

5	# 52	End of test criteria for PEV.	WLTP-SG-EV-07-03

A new proposal from Japan will be available to the meeting in March. Accepts downscale method with peek power of electric motor. Are working on method for capped speed.
For EU condition can be politically difficult to accept downscaling for PEV since this means vehicle independent cycles. Not really true since down scaling depends on in the GTR specified requirement based on technical performance of the vehicle.
There is also a proposal from ACEA based on SAE with reference cycle that covers the "power"- and "capped speed"- problem. ACEA proposal is to use the SAE as long as there is no system power available (system power GTR under construction at the moment). When such a system power GTR is available, downscaling is applicable.
Will be discussed further on the next meeting.

Actions
Expect a document with proposal from Japan to the next meeting.

In order to improve the decision process SG EV also expect response from EC before the meeting in March.			
6	#58	Shorten test procedures for PEV	WLTP-SG-EV-07-03
ACEA simulations with respect to constant speed. Will be presented and discussed at the meeting in March.			
7	# 57	Utility factor	WLTP-SG-EV-07-07
Proposal for GTR text is provided from ACEA. Comment from Japan to consider that reference to SAE standards should be done with a version of the standard. This is now an issue for the drafting group.			
8	#53	FCV test procedure	WLTP-SG-EV-07-05 WLTP-SG-EV-07-06
Proposal from Japan presented in two documents. Plan to propose gravimetric and pressure method for phase 1b and postpone flow method to phase 2. Question from ACEA if it is not possible to include flow method in phase 1b since already described. According to Japan the study is not completed yet. T&E questions why there should be three methods in the GTR. Not in line with the procedure for conventional vehicles. The use of three methods is based on methods in ISO and SAE. Will be discussed more in detail at the meeting in March.			