OIL#51: "Mode Selectable Switch"

Test Mode	Current gtr description	Discussion points	JAMA positions
NOVC-HEV OVC-HEV(CS)	in the charging balance neutral hybrid mode that best matches the target curve	Same as ICE (test under the predominant mode)	by using the most fuel consuming mode among the charging balance neutral hybrid modes that best matches the target curve Justification : make it clear which mode should be used.
OVC-HEV(CD)	by using the most electric energy consuming mode that best matches the driving cycle		keep current gtr description Justification : in case that "predominant" mode does not exist, all possible modes are required time-consuming testing. Current gtr requires worst mode for fuel/energy consumption.
PEV	in the highest electric energy consumption mode that best matches the speed trace		
FCV	NA		Same as NOVC-HEV, OVC-HEV(CS)

Discussion Points

	current	EU position	JPN position	R83/R101
CD	3.2.4.2.2.1. The charge-depleting test shall be performed in the highest electric energy consumption mode that best matches the driving cycle. If the vehicle cannot follow the trace, other installed propulsion systems shall be used to allow the vehicle to best follow the cycle.	Support current gtr description		Most energy consuming mode
CS	3.2.5.2.1. Tests shall be carried out with the vehicle operated in charge-sustaining operation condition in which the energy stored in the REESS may fluctuate but, on average, is maintained at a charging neutral balance level while the vehicle is driven. 3.2.5.2.2. For vehicles equipped with a driver-selectable operating mode, the charge-sustaining test shall be performed in the charging balance neutral hybrid mode that best matches the target curve.	Support current gtr description	by using the predominant mode among the charging balance neutral hybrid modes that best matches the target curve	Most fuel consuming mode

Discussion Points – Visual Image -