Update on Vehicle/Battery Performance and Durability

EVE-18 Shanghai April 11, 2016

Recent events

- At EVE-16 (Ottawa, October 2015):
 - FEV presented comprehensive literature review of factors affecting battery durability
 - IWG initiated status report on vehicle/battery durability
 - Summarize the topic as it relates to the EVE mandate
 - Summarize findings and views to date
 - Identify available options for going forward
 - Promote discussion and eventual selection of option

Recent events

- At EVE-17 (Geneva, January 2016):
 - Discussed draft status report (EVE-17-05e)
 - Discussion of need for coordination with WLTP
 - Desire was expressed to coordinate and avoid duplication of effort
 - Topic further discussed at WLTP meeting later in week
 - WLTP to identify vehicle durability performance requirements (e.g. perhaps a matrix?)
 - EVE to develop test procedures with respect to the performance requirements

Example matrix of durability requirements

	Durability criterion			
	Criteria Pollutants	Range	Fuel Economy	Total CO2
HEV	Ex: within 5% for 200,000 km and 10 years	N/A	Ex: within 5% for 200,000 km and 10 years	
PHEV	Ex: within 5% for 200,000 km and 10 years	Ex: >90% for 150k km 8 years	Etc.	Etc.
	w/respect to utility factor		w/respect to utility factor	
BEV	N/A	Ex: none	Etc.	Etc.

Recent events

- In preparation for this meeting:
 - FEV final report posted (EVE-18-04e)
 - Status report on vehicle/battery durability (EVE-18-10e) revised to incorporate IWG comments received in February 2016
 - Received Japan position on battery durability (EVE-18-12e)

EVE-18: Objectives on durability

- Choose among options for going forward:
 - A: Recommend that developing a GTR on battery durability is appropriate
 - B: Extend mandate to continue research and gather data to inform a potential future GTR
 - C: Recommend that it is premature at this time to develop a GTR but the question should be revisited in the future
- Develop plan for making the recommendation to GRPE in June