

WLTP Sub Group EV Phase 2	
Date	8 th of June 2016
Time	09:00 to 13:00 CET
Location	EU delegation, Geneva
Title	WLTP Sub Group EV, 12 th Meeting Minutes

Agenda

1	Welcome and adaption of Agenda	WLTP-SG-EV-12-02
2	Approval of minutes from the 11th meeting (Paris-meeting, 25th of April)	WLTP-SG-EV-11-13
Minutes approved.		
3	Status Phase 2 issues	
	- Normalization HEVs (input for TF Normalization)	WLTP-SG-EV-11-09
Discussion of the options to proceed according to presentation on last meeting.		
<ul style="list-style-type: none"> - no new information presented by any member of the SG EV for the Geneva meeting - JAMA prefers option 1 and will start investigation to develop drive trace index. - JAMA will provide a proposal early next year. - Other SG EV members are invited to participate in the investigation. 		
	- Post processing (SG EV)	WLTP-SG-EV-11-04-rev1 WLTP-SG-EV-11-05 WLTP-SG-EV-11-06 WLTP-SG-EV-11-07
Introduced last meeting. No comments and remarks between Paris and Geneva. Proposal is agreed.		
	- OVC-FCHVs – Test Procedure	WLTP-SG-EV-12-03 WLTP-SG-EV-12-04
Presentation from ACEA EV group.		
<ul style="list-style-type: none"> - CS condition same procedure as today with measurement of H2. - Change calculations for performance parameters to fit H2 instead. 		
JP will scrutinize the proposal and come back with feedback.		
Question regarding system power for FCHV:		
System power will also be needed for FCHVs in order to apply downscaling and cycle classification but it is not sure if EVE TF system power will include this.		
If there is no system power for FCHVs, all FCHVs are class 3 cycle and no downscaling can be applied.		
Capped speed can be used without the availability of a system power for FCHVs.		
T&E means that AER may not be relevant for FCHVs as these kind of vehicles don't produce emissions at all.		
Therefore, this value may not be necessary to determine as suggested in the proposal which can simplify the procedure.		
To coming meeting there will be a presentation of simulations of test results based on the proposed method and procedure for OVC-FCHVs.		
Based on the system power discussion, there had also been a discussion on the power used in case of PEVs for downscaling (peak power). This power needs to be checked if it's the appropriate power value for PEVs.		
	- COP (input for TF In-Service)	WLTP-SG-EV-11-11 WLTP-SG-EV-11-12
TF will kick-off in September.		
<ul style="list-style-type: none"> - Short review of the presentation of EU proposal in SG EV which was already presented in the SG EV meeting in Paris (presented proposal is already on the way to be implemented in EU) - JAMA stated they had no time up to now to scrutinize the proposal in more detail, will come back with comments later - T&E questioned the fact that only electric energy consumption (first cycle of CD-test) and CO2 mass emission (charge-sustaining CO2) have to be verified during CoP but not range as also range is a parameter which is being declared by the manufacturer - Representatives from the manufacturers stated that <ul style="list-style-type: none"> o it is not possible to perform a range test during CoP due to the driven mileage as we are not able to sell the vehicle any more as brand-new vehicle to the customer (→ customer complaints) o ranges will get higher and higher due to the development on the REESS research area → mileage on the vehicle after CoP will get even higher and will be even more time consuming (not feasible for CoP) o range is in the focus of the discussion at the moment as it is relatively short, but in the future it will not be and not as focused as today and therefore might not be requested to be verified - further discussion at next meetings. 		
4	Status of other WLTP Phase 2 Task Forces	
	- EVAP	
EV issues discussed at last meeting. For OVC-HEV, TF propose to use CS mode for preconditioning and to use CD mode for purge cycle.		

	- Durability	
	<ul style="list-style-type: none"> - TF start work in September. - Collaboration needed between EVE, SG EV and TF durability. - EVE expect WLTP to deliver performance criteria for different architecture of hybrids. - Simple procedure to accelerate test battery is step three. Step 2 vehicle performance. - Today, there is no battery durability requirement in the US. - JP clearly stated that they require durability for pollutant and that this could be covered by performance criteria. - EC asks if it is possible to continue with step 2 and 3 from start. - Reflecting the EVE discussions of the last meetings, experts clearly stated that today's technology is not mature for regulated accelerated aging procedure; such a procedure could have negative effect on battery technology development. - For example: a battery with limited durability that the customer change a couple of times during the vehicles lifetime. <p>In future when EV have longer range, range will be of less importance (compare with fuel tank on ICE). Durability should check the efficiency of the aged vehicle as well as its effect on the environment.</p> <p>EC of opinion that range need to be regulated.</p> <p>Next step of discussion within EVE is the definition of "what to do with the matrix".</p> <p>EVE leading team stated that, at type approval, the manufacturer should show performance even with aged vehicle.</p> <p>SG EV will provide the matrix with criteria until EVE meeting in January 2017.</p>	
	- Supplemental Test	
	<ul style="list-style-type: none"> - Picture presented at WLTP IWG the 7th of June which showed a summary of the CP needs. - For EV, the test effort needs to be considered. - JAMA and ACEA will provide input at the next meeting. - Also all members and CP are encouraged to provide input for discussion at the next meeting. - The TF will probably start after the summer. 	
	- Normalization/Gearshift/Cycle	
	<ul style="list-style-type: none"> - Close interaction with EVE regarding system power. - Needed for classification and downscaling. - Wait for GRPE decision regarding the continuation regarding development of system power. 	
	- OBD	
	<ul style="list-style-type: none"> - TF will start after the summer. - A questionnaire is submitted to the CP and stakeholders. - If TF need support from SG EV this will be provided. 	
	- In-Service	
	<ul style="list-style-type: none"> - TF will start in September. - Nothing to discuss today. 	
5	Discussion of amendments to GTR15 (Phase 1b) which may be necessary due to discovered failures and inconsistencies	
	<p>If errors or other inconsistencies are discovered advice to inform the leading team for discussion in SG EV.</p> <p>Will be summarized in table and after agreement will be submitted to drafting SG.</p>	
6	AOB	
	<p>Regarding COP T&E of opinion that also the range as a declared value needs to be addressed.</p> <p>Could be addressed in several ways. A complete range test which will add mileage to the vehicle which can be a problem.</p> <p>Another option is to introduce provisions for battery COP.</p> <p>Next meeting:</p> <ul style="list-style-type: none"> - Proposal to be held in conjunction with TF EVAP. - A few weeks in advance of next WLTP IWG if possible. - Depends on the budget and travelling of members coming from overseas. Web/audio in between. Will be announced later. 	