

WLTP Sub Group EV Phase 2	
Date	Monday, 9 th of January 2017
Time	14:30 to 17:30 CET
Location	Palais des Nations, Room S1 (Ground floor Building S)
Title	WLTP Sub Group EV, 14 th meeting

Agenda

1	Welcome and adaption of Agenda	
ACEA add point regarding UBE calculation.		
2	Approval of meeting minutes from 13 th meeting (The Hague)	
3	Report from IWG EVE	
<ul style="list-style-type: none"> - IWG EVE gave report to AC.3 asking for new mandate. - Two topics: system power and battery durability. - Document on EVE folder for next meeting (ECE-TRANS-WP29-2016-116e.pdf) - AC.3 gave approval to continue: <ul style="list-style-type: none"> - on system power with the proposed work plan and time schedule (collaboration between IWG EVE and SG EV necessary). - with research on battery durability and performance expecting status report in June 2018. - As TF durability laid the responsibility for battery performance and durability to SG EV and as IWG EVE is continuing the research on this topic (as input for this topic), a structured exchange and communication is necessary between these two groups - The lead on this topic is within SG EV; members of TF interested in durability for batteries are welcome to join SG EV meeting. Decisions are made within SG EV - Introduction of proposal for a possible exchange structure from Norbert and Matthias 		
4	Report from IWG WLTP task forces	
	- TF EVAP (sealed tank test procedure)	Report by Task Force leader if available. Otherwise, brief report by someone who is involved or has information about the task force work
	- New GTR proposed to GRPE expect sealed tank system in next revision of GTR.	
	- Proposal regarding a procedure for OVC HEV. CD test is not considered being appropriate since there is no time to purge.	
	- JP propose counter proposal at next meeting of TF regarding EC proposal for procedure for sealed tank system.	
	- TF OBD	
	- One kick of meeting where decided to base on R 83.	
	- Will cover all categories of vehicles including EV.	
	- TF In-Service	
	No action yet.	
	- TF Gearshift/Cycle	
	- Report on WLTP IWG.	
	- New definition of n_min_drive.	
	- Round robin regarding gear shift tools.	
	- TF Normalization	
	- Presentation of JP study on drive trace index (WLTP-17-07e).	
	- Initial proposal to WLTP IWG 18 regarding a drive trace index/drive trace indexes that can be used as well as criteria for its/their assessment.	
	- Open question: Application to single cycle or average (criteria could be different depending on how this is done)	
	- Need to consider criteria in order to avoid to many invalid tests.	
	- Different parameters can have different criteria as well as a different drive trace index (even if it's preferred to have only one drive trace index for all parameters).	
	- TF Durability	
	- See text under "report from IWG EVE"	
	- Collaboration between SG EVE and IWG EVE	

	- TF Low and Realistic Winter Temperature (Supplemental Test)	
	<ul style="list-style-type: none"> - Questionnaire sent to CP after last meeting. - TOR has been updated and will be presented at WLTP IWG 17 meeting. - Regarding EV emissions for (N)OVC-HEV, that will be in TF responsibility. - But EV issues (range) will be discussed in SG EV. - Regarding low temperature and effect of auxiliaries on range as customer information: . Question if a test is needed or if there can be other ways to get the values (avoid unreasonable test burden). - At next meeting in TF (web-audio) terms of reference will be finalized and a work plan will be developed with time frame for different tasks. - Next TF meeting in March but web meeting shortly (January 24th). - Since JP requires also values for criteria pollutants and this is difficult to simulate for OVC HEV, one option is to run the CS test, but not clear if this is worst case. - Discussion of family concept in order to reduce test burden. - Simulation for PEV might be possible as the value is for the purpose of customer information. 	
5	Status and Update on SG EV topics	
	- OVC-FCHVs – Test Procedure	
	<ul style="list-style-type: none"> - Proposal introduced by ACEA. - JP to scrutinize until next SG EV meeting in Bern. 	
	- Conformity of Production	
	<ul style="list-style-type: none"> - Introduced proposal last year April to SG EV (WLTP-SG-EV-11-11 EU WLTP COP). - Adopted in EU. - No new feedback today. 	
6	Drafting Issues	
	- Amendments to Phase 1b	
	<p>AERcity calculation</p> <ul style="list-style-type: none"> - there had been an inconsistency in the already existing text (concerning the determination of UBE_{city}). - At the last SG EV meeting in The Hague, SG EV agreed to exclude the phase when the combustion engine starts consuming fuel in order to have a consistent GTR. - As the AERcity calculation is worst case approach and the conclusion made in The Hague is making this worst case approach even worse, the ACEA WLTP EV group proposes to change text in the direction that the usable battery energy is considered until the point in time when the engine starts consuming fuel. - T&E propose to rewrite the proposal to clarify the understanding (phase k). - The change proposed by the ACEA WLTP EV group was understood and assessed as reasonable - As JP asked for time to revise this internally and to come back with final feedback until the next SG EV meeting in Bern, a final conclusion on this issue will be earliest possible in this next meeting. 	
	- Phase 2	
	<ul style="list-style-type: none"> - No news today. - When proceeding with TFs, should start drafting GTR text as soon as possible. 	
7	Starting of preparation the SG EV report to IWG WLTP --> finalization will be done by the SG EV leading team after the SG EV meeting	
8	AOB	
Next meeting web/audio at least one week in advance of the next WLTP IWG meeting.		