

Status report / Activity Plan of Evap Task Force

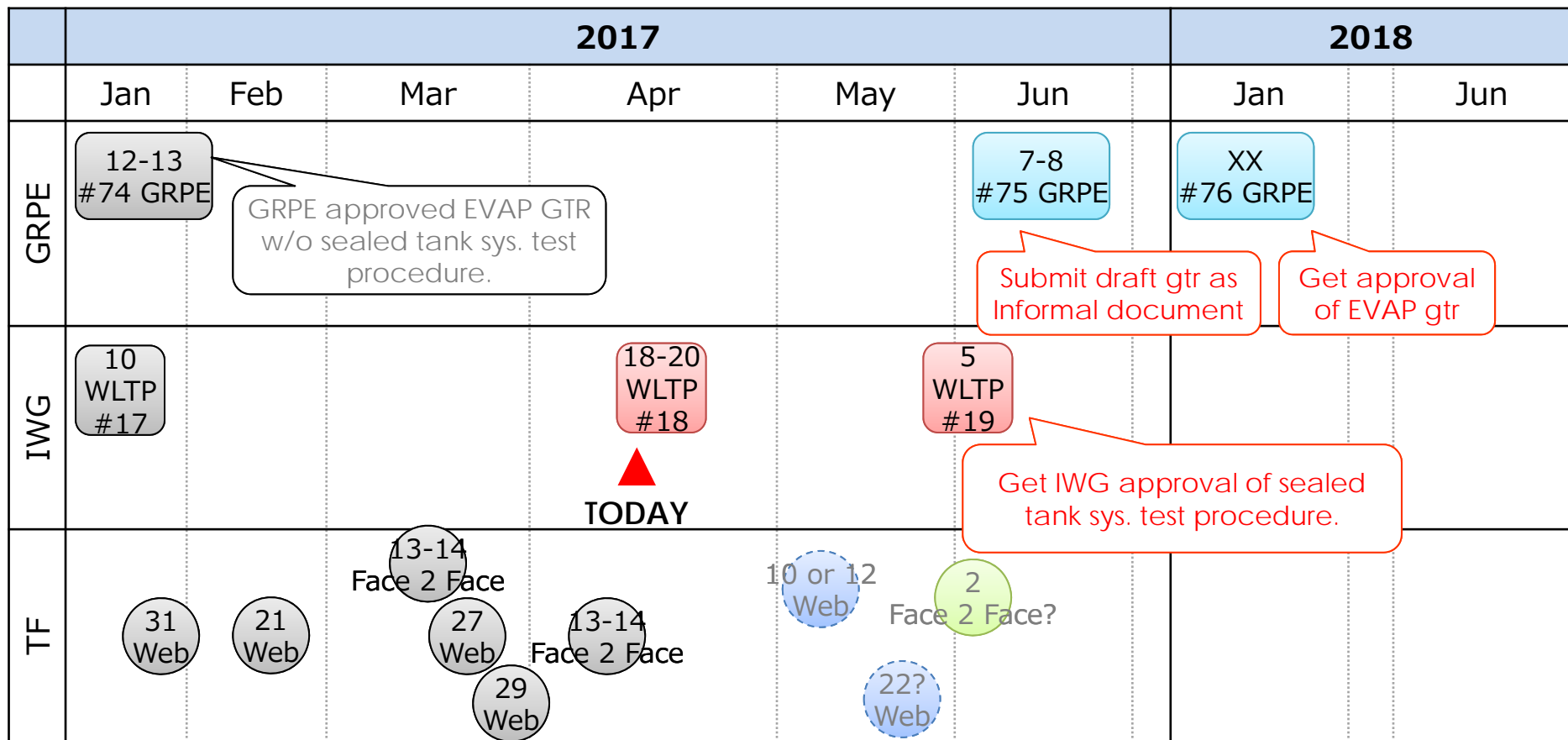
18th April, 2017

Mayumi "Sophie" Morimoto (JASIC)

Status & Schedule

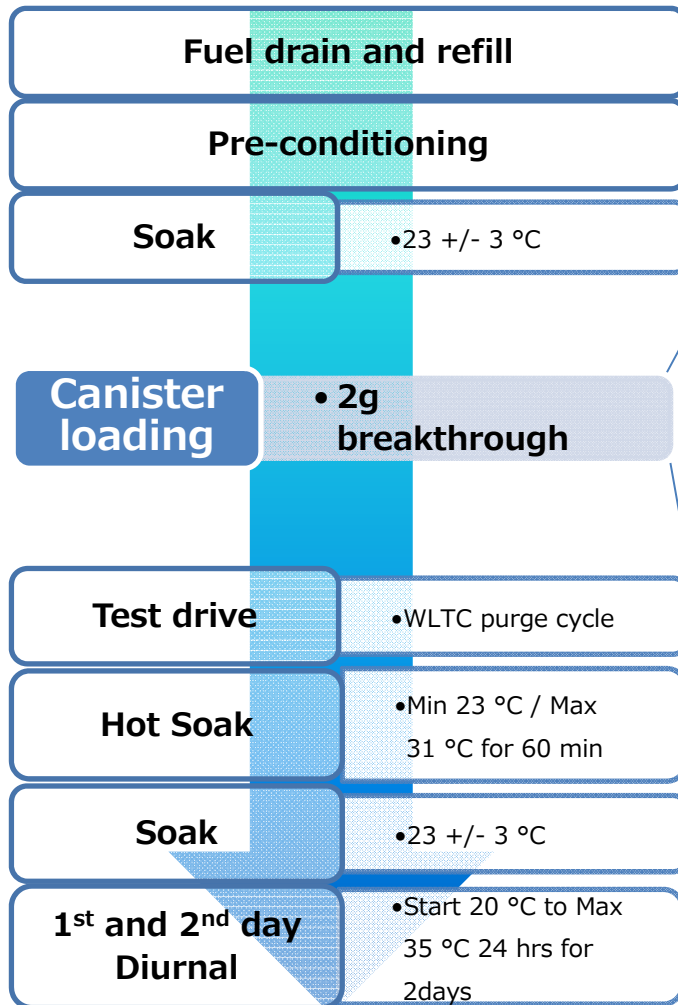
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- With the strong suggestion from EC and ACEA, TF continue discussion on the Sealed fuel tank system test procedures and other re-opened issues from approved EVAP gtr.
- TF plan to submit draft gtr text as Informal document during its 75th GRPE in June 2017.



Discussion points of Sealed Tank System Test Procedure

Non Sealed Tank System Test procedure

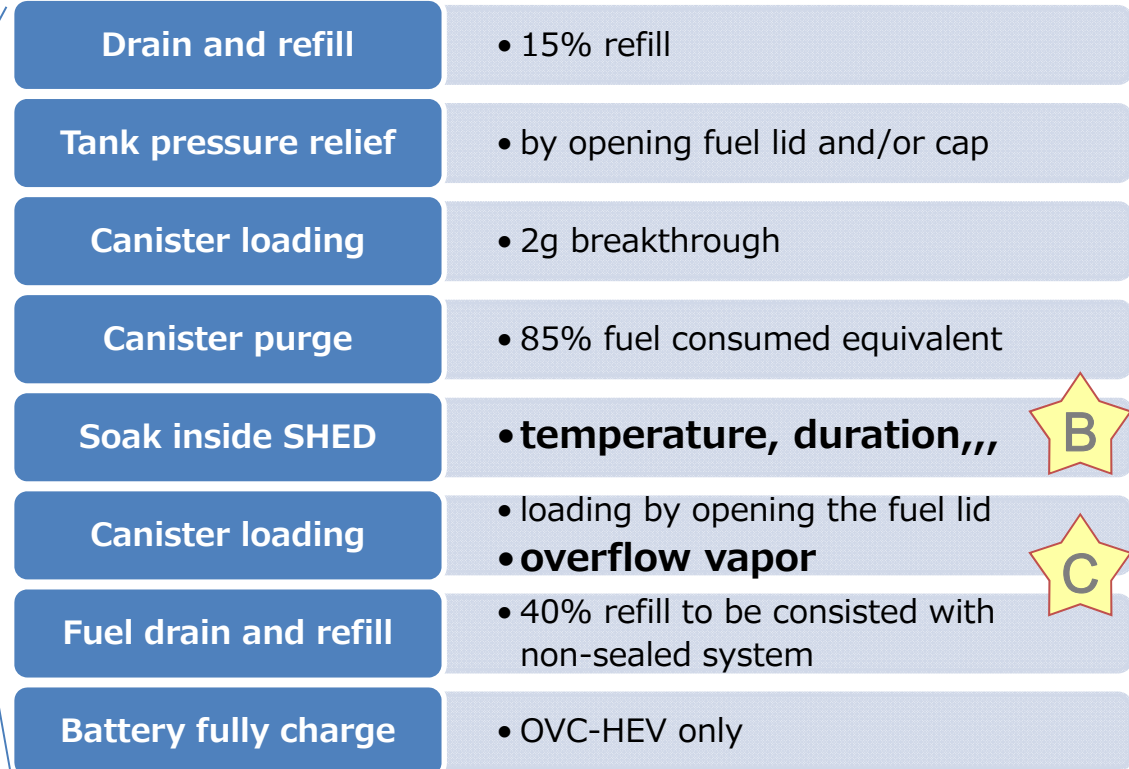


Sealed Tank System Test Procedure



“A series of procedure” OR
“Separate procedure for puff loss loading volume”

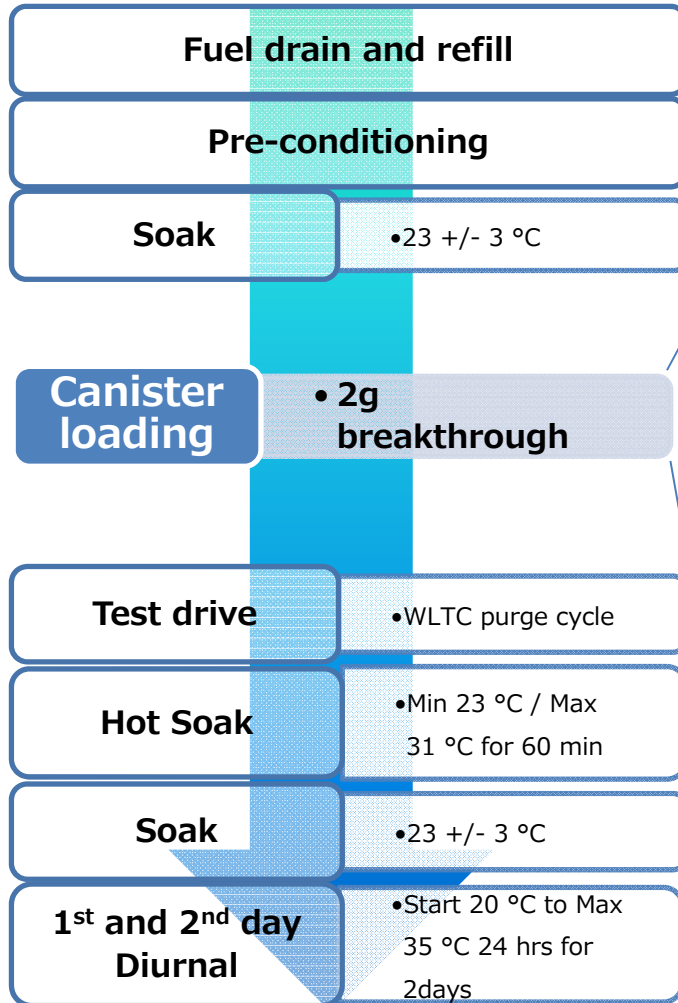
2g breakthrough to be replaced by puff loss loading.



Relief Pressure Requirement for Sealed Tank System

Discussion points of Sealed Tank System Test Procedure

Non Sealed Tank System Test procedure



Sealed Tank System Test Procedure

“A series of procedure” OR
 “Separate procedure for puff loss loading volume”

2g breakthrough to be replaced by puff loss loading.

Drain and refill	• 15% refill
Tank pressure relief	• by opening fuel lid and/or cap
Canister loading	• 2g breakthrough
Canister purge	• 85% fuel consumed equivalent
Soak inside SHED	• temperature, duration,,,
Canister loading	• loading by opening the fuel lid • overflow vapor limit
Fuel drain and refill	• 40% refill to be consisted with non-sealed system
Battery fully charge	• OVC-HEV only



Selection of test vehicle

Relief Pressure Requirement for Sealed Tank System

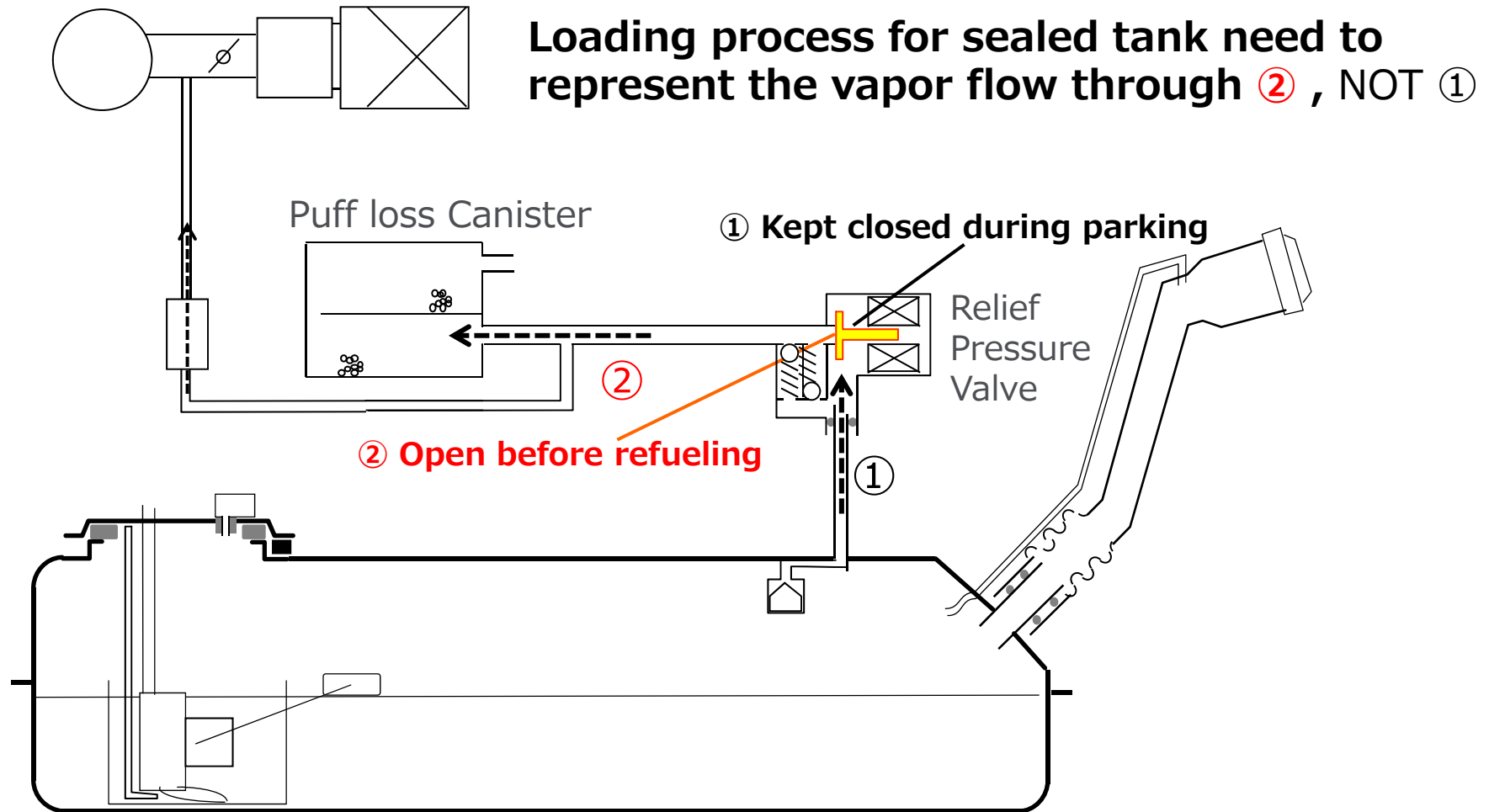
Main Proposals & Comments from TF members

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Discussion points	EC Proposals	JAPAN Positions	(Ref) Comments from other Parties
E: Limit for overflow puff loss emissions after the tank depressurization	Add up the result with HSL/2DBLs/2PFs and those should be lower than 2g	Overflow puff loss emission shall be less than 0.5 g or negligible	ACEA: Overflow puff loss emission shall be less than 0.5 g
F: Requirement of tank pressure before refueling	Refueling cannot be done until the pressure drops below ambient pressure + 2.5kPa	Refueling cannot be done until the pressure drops below ambient pressure + 2.5kPa	VW: This requirement should only applied for type approval test.
G: Definition of sealed fuel tank system (Re-opened issue)	Keep as current EVAP gtr	Keep as current EVAP gtr	BMW: Change it to allow the system which can vent on the first day of DBL but no venting while subsequent DBLs
H: Selection of test vehicle within EVAP family (Re-opened issue)	TBD	Keep as current EVAP gtr	BMW: Write the text on which vehicle is the worst-case ACEA: the worst-case should be Vehicle H with highest cycle energy that refer it on the gtr#15 text

Refer to appendix for latest text of draft gtr

Information: Feature of Sealed Tank System



- ① No fuel vapor flow into the canister during parking because the control valve kept closed.
- ② Fuel vapor into the puff loss canister only before refueling.
(The relief pressure valve opens when the refueling event starts, then closes after tank pressure goes down.)

**Thank you very much
for your attention!**
