

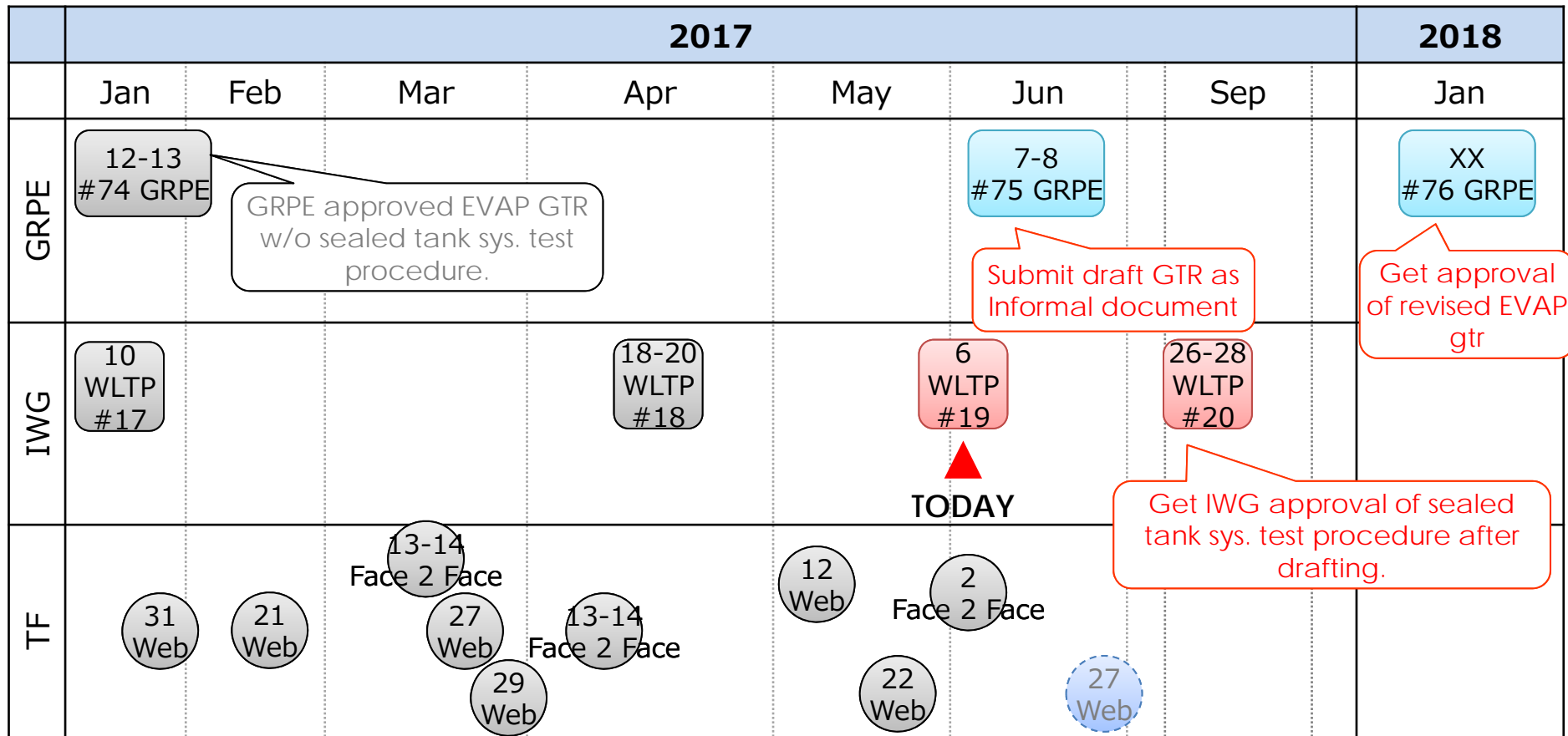
Status report / Activity Plan of Evap Task Force

6th June, 2017

Mayumi "Sophie" Morimoto (JASIC)

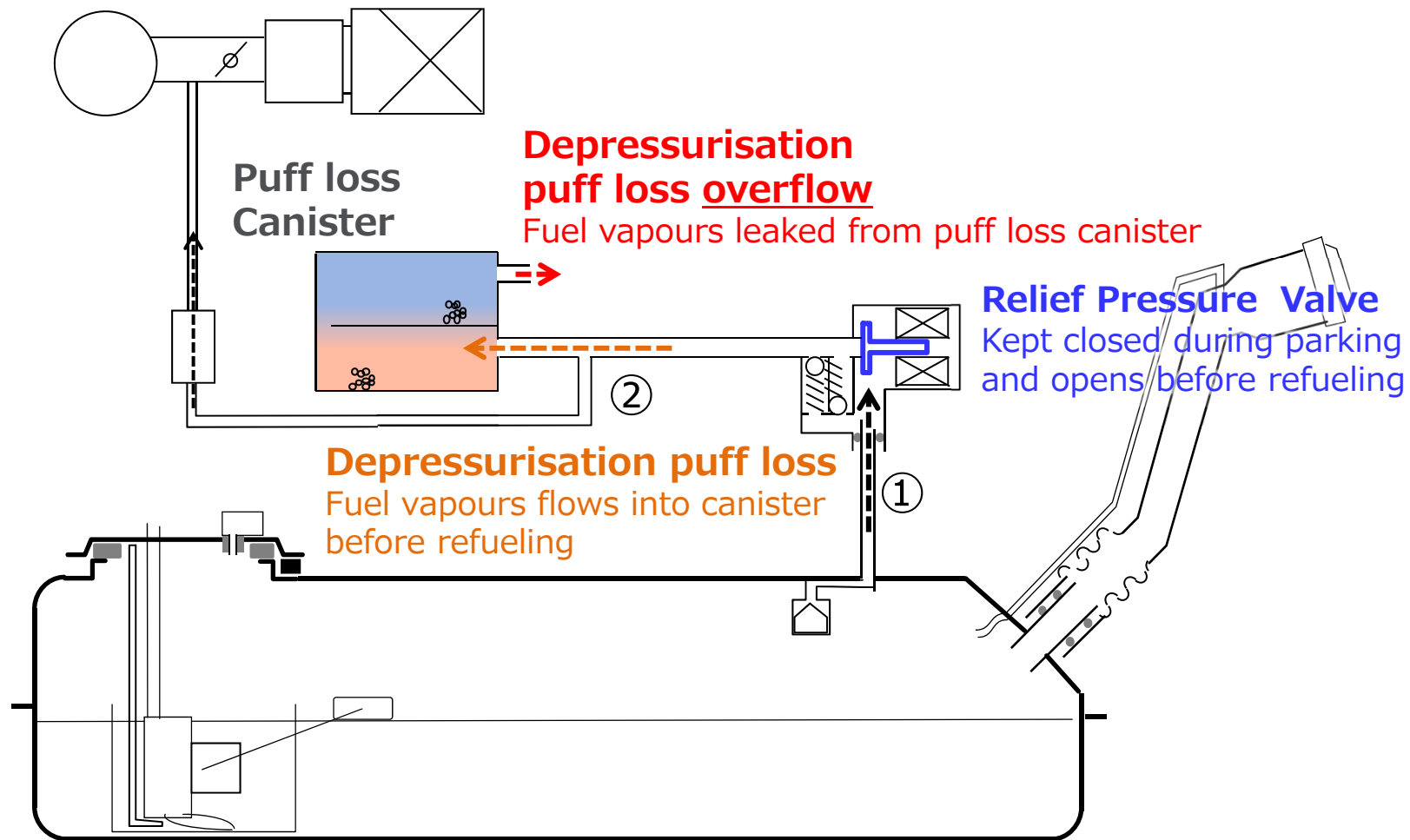
Status & Schedule

- The discussion on technical issues for the sealed tank system test procedure are closed. TF would like to ask **IWG** to approve the **result of technical issues**.
- TF will **finish drafting** on this revised GTR **by 20th IWG** in Sep.
- TF will have **the discussion** on the test procedure of **semi-sealed tank system** proposed by BMW **at the next stage**.



Feature of Sealed Tank System and New Words

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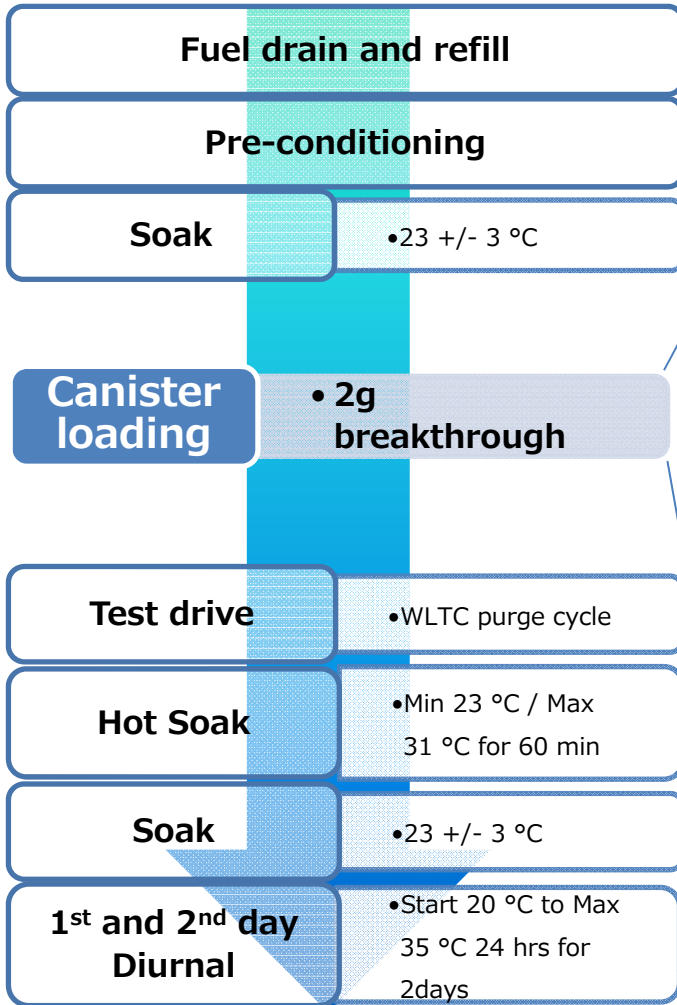
- ① No fuel vapour flow into the canister during parking because the control valve kept closed.
- ② Fuel vapour into the puff loss canister only before refueling.
(The relief pressure valve opens when the refueling event starts, then closes after tank pressure goes down.)

Discussion points of Sealed Tank System Test Procedure

Non Sealed Tank System Test procedure

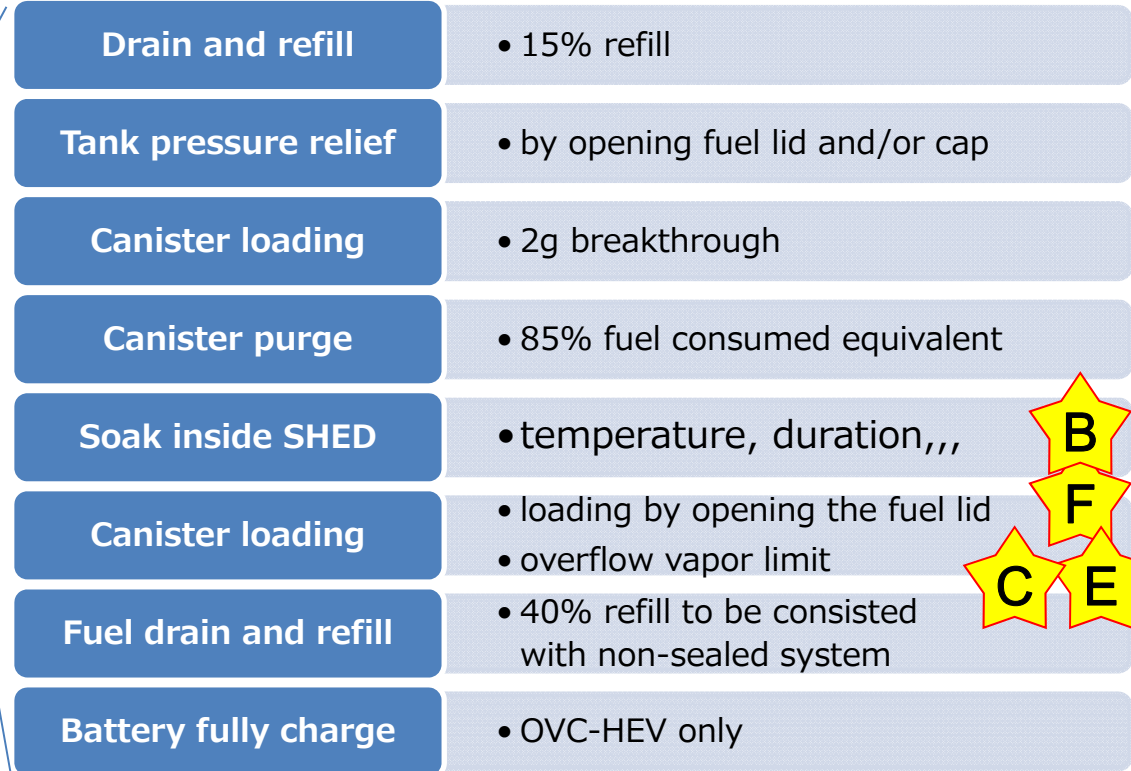


Sealed Tank System Test Procedure



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

2g breakthrough to be replaced by puff loss loading.



Selection of test vehicle



Relief Pressure Requirement for Sealed Tank System

Main Discussion Points on Technical Issues and Conclusion

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Discussion Points	Conclusion
<p>A: Test sequence Whether to make the test sequence on 1 flow or have separate flows.</p>	<p>Keep both as options; Option 1: 1 flow Option 2: separate flow on measurement of puff loss and DBL</p>
<p>B: Condition before puff loss loading</p>	<p>20°C to 35°C, using first 11 hours of DBL</p>
<p>C: How to measure depressurisation puff loss overflow By auxiliary canister or by SHED</p>	<p>Keep 2 options Measure by auxiliary canister or SHED</p>
<p>D: Relief Pressure Requirement of sealed fuel tank</p>	<p>Relief pressure shall be 30 kPa or more. If less, do DBL tests on °C to 38°C</p>
<p>E: Limit for overflow puff loss emissions after the tank depressurization</p>	<p>Result of measurement should not be changed within the tolerance of ± 0.5 gram.</p>
<p>F: Requirement of tank pressure before refueling</p>	<p>Fully depressurised to reach a pressure less than 2.5 kPa above ambient pressure in normal vehicle operation and use.</p>
<p>G: Definition of sealed fuel tank system (Re-opened issue) Whether to include BMW proposed semi-sealed fuel tank system or not.</p>	<p>Kept as current A fuel tank system where the fuel vapours do not vent during parking over the 24-hour diurnal cycle.</p>
<p>H: Selection of test vehicle within EVAP family (Re-opened issue)</p>	<p>Worst case vehicle. However use the road load setting of the interpolation family vehicle H with the highest cycle energy demand in the EVAP family.</p>

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