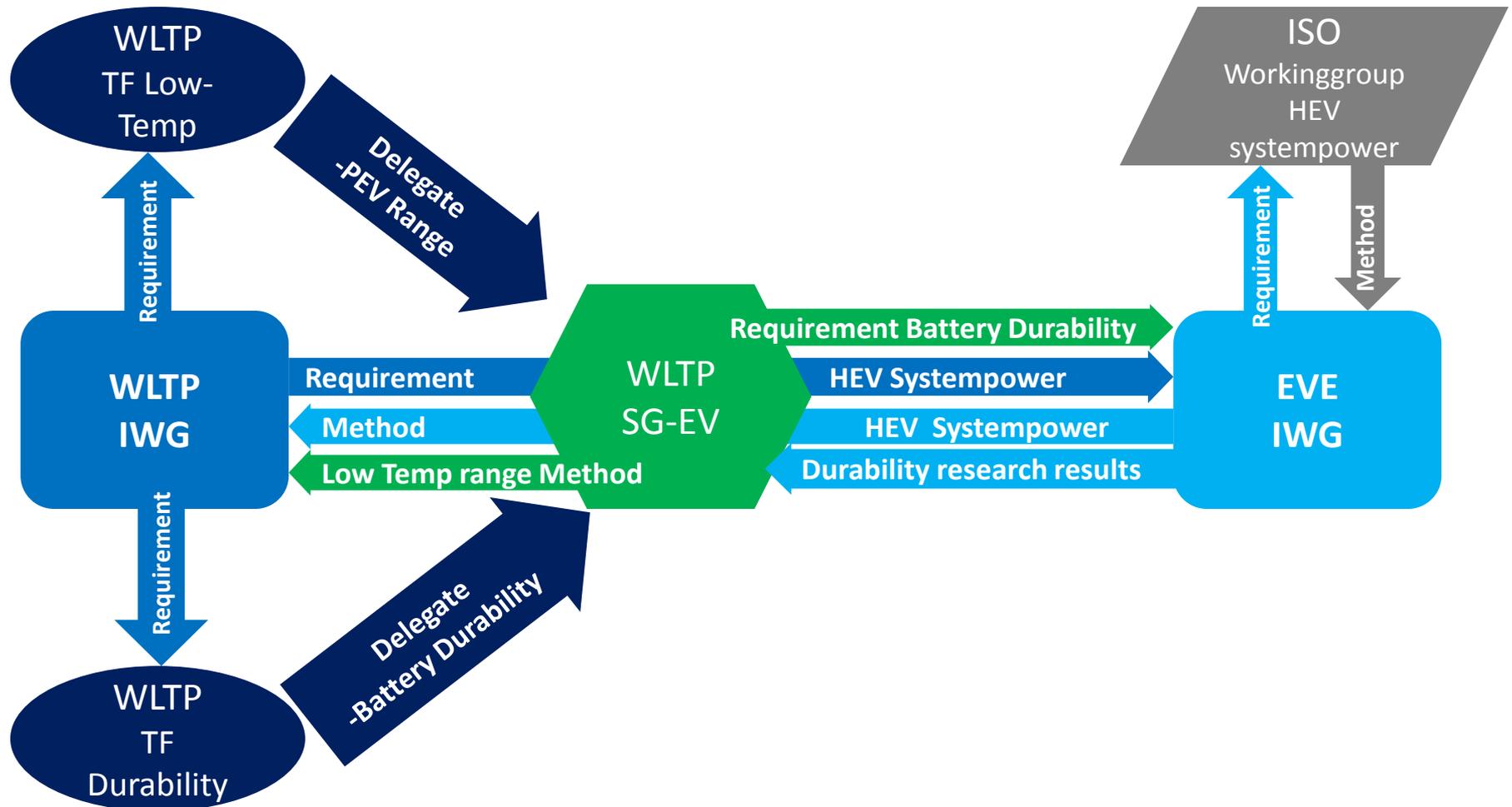


# Report WLTP Subgroup EV to EVE IWG (EVE-24-XXe)

24<sup>th</sup> EVE IWG meeting  
Vienna, 24<sup>th</sup>/25<sup>th</sup> October 2017

# 1. Collaboration WLTP Subgroup EV with IWG EVE

## EV Communication in the UNECE Framework



## 2. Status: System Power Determination

#	items	Current status	Comments
EV_1	HEV system power	<ul style="list-style-type: none"><li>- SG EV experts will continue attending IWG EVE meetings and collaboration with IWG EVE</li><li>- SG EV experts will support IWG EVE wherever and whenever required</li></ul>	HEV System Power in WLTP need for: <ul style="list-style-type: none"><li>- Cycle Classification</li><li>- Cycle Downscaling</li></ul>

### **WLTP SG EV feedback to IWG EVE:**

- Concerning the time schedule, WLTP IWG is under the discussion based on EVE IWG progress which expects to be completed in fall 2019.
- Concerning the WLTP requirements for classification and downscaling, Heinz Steven needs to be involved
- Concerning drafting, an exchange with the WLTP drafting coordinator Serge Dubuc being recommended.
- WLTP Subgroup EV experts will support the work of the EVE drafting group on system power determination

### 3. Status: Battery performance and durability

#	items	Current status	Comments
EV_6	Durability	<ul style="list-style-type: none"><li>- In WLTP Subgroup EV, JP provided a feedback on the durability requirement matrix provided by IWG EVE, on the other hands, feedback from EC is under the discussion</li><li>- These two individual positions can be provided from the CPs as input for further discussion within IWG EVE</li></ul>	

#### **WLTP SG EV feedback to IWG EVE:**

- As stated from OICA in the previous IWG EVE meetings, battery durability is a quite complex and challenging area as the aging of the battery is highly depending on the customer driving behaviour, the environment its operated in, the charging technology and infrastructure
  - Manufacturers put a lot of effort in the evaluation of battery aging and the understanding of the aging mechanisms in order to compensate and eliminate these effects; but: that is an ongoing process and cannot be fixed in a legislative text as it is evolving and changing
  - standardized procedure is not able to cover all this aspects in a proper way
- Durability shall be checked from a vehicles perspective as aging effects may be covered by the application of the vehicle
- CP statements:
  - EC made a clear statement during the IWG WLTP meeting in Korea that durability shall be handled as in-use compliance or in-service conformity
  - JP stated during the last WLTP Subgroup EV conference that durability needs also to be checked during type approval