

System Power Determination Drafting Group

Meeting 3 – March 21, 2018

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Sharepoint site:

https://usepa.sharepoint.com/sites/OAR_Custom/unece_eve_iwg/Power%20Determination/Forms/AllItems.aspx

AGENDA

1. Discussion of specific editorial suggestions since Meeting 2
(Refer to GTR draft document)
2. Steps to promote completeness of procedure to support laboratory testing
3. Review EV Subgroup input from 3/13/2018
 - If EVE determines that the procedure should be an annex to GTR 15 rather than a standalone GTR, then it should be stated in the scope of the GTR that the procedure is intended for the requirements of WLTP.
 - While a system power value could be used for customer information or taxation purposes, these are not within the scope of GRPE
 - Is the scope of the procedure limited to HEVs, or does it also include PEVs with more than one electric motor? (The ISO standard on which we are basing the GTR only concerns HEVs, but could easily be applied to PEVs with more than one motor)
 - Instances of “according to manufacturer recommendation” need to be replaced by requirements of WLTP where applicable (e.g. temperature requirements)

- Even after the power determination method is established, manufacturers should continue to have option to use Class 3 for classification and elect no downscaling, because this is the worst case; this provides the option to avoid the expense of performing the procedure; this option should be explicitly detailed in the GTR.

- Similarly, for an HEV where rated power of the ICE (by R85) is already classifying the vehicle as Class 3 and with no downscaling, no determination of system power should be necessary, and this should be stated in the introduction to the GTR

- Range extender-type vehicles operate like PEVs (in that the engine power output is not mechanical and does not combine with the power output of the electric motor); however, they are classed by legislation as HEVs; does the system power determination procedure still apply for purpose of classification and downscaling, or should they be treated like a single motor PEV?

4. Any other issues