System Power Determination Drafting Group

Meeting 4 – April 24, 2018

http://epawebconferencing.acms.com/spddg/

Room passcode: EVEIWG

Audio connection:

US:	734-263-1834
Canada:	+1 343-803-0415
Japan:	+81 3-4571-2420
Germany:	+49 69 710414896
Italy:	+39 02 0062 4769

For other global/international dial-in numbers:

see https://dialin2.lync.com/556a4b78-4afd-4fe6-b721-1d903e8cdaa6

Conference ID: 9694039

Sharepoint site:

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

AGENDA

A. Discussion of comments, issues, and edits identified since Meeting 3

1. Should gtr be capitalized as GTR?
2. Applicability of procedure to 2-motor PEV
3. (6.3) Tire pressure – replace with 4.2.2.3 of Annex 4?
4. (6.4) Distinction between dynamometer preparation and measurement device preparation
5. (6.4) Is dyno torque and speed measurement accuracy expected to be sufficient in each of the validation program test sites?
6. (6.4) When using dyno speed and torque measurement, can we expect to have “specific data of the tires” to “transform by calculation”?
7. (6.4) Is validation program also expected to validate results when using the option to measure torque and rotational speed by measurement devices instead of by dyno measurement?
8. (6.5) Initial SOC “set to obtain the maximum system power” – Japan suggestion in EVE-24-04e.pdf
9. (6.5) Maximum SOC - possible specification of margin for maximum SOC

10. (6.5) Maximum SOC – proposed language to cover the situation in which CS > CD

11. (6.6) Vehicle soak – Specify soak time based on battery mass?

12. (6.7) Low voltage auxiliaries – seek existing WLTP text?

13. (6.8.2) Vehicle conditioning - retain warm-up procedure of ISO, or align with WLTP if applicable?

14. (6.9.2) Drafting group needs copy of ISO 1585 for reference.

15. (6.9.2 a) ICE power for TP1: "The test results of measurements according to ISO 1585 are necessary." Will we have this data for the vehicles in the validation program?

16. (6.9.2 a) Drafting group needs a better understanding of the role of ISO 1585 procedures in completing TP1. It sounds as if collecting engine speed and intake manifold pressure during the dynamometer test is enough? Are there any situations where additional engine testing or additional measured parameters would be needed?

17. (6.9.2 a) Can engine speed, intake manifold pressure, and possibly other measured parameters be collected from CAN bus instead of measurement devices?

18. (6.9.2 b) TP1 gives the option of measuring P_{DCDC} and K instead of using defaults [P_{DCDC} = 1.0 kW] and [K = 0.85]. Will the validation program use the defaults, or measured values?

19. (6.9.2.b) TP1 does not specify default K for non-permanent magnet motor.

20. (6.9.3.2) ICE power correction factors – need to refer to ISO 1585 to better understand

21. (6.10) Is there a need for more detail on identifying the speed at which maximum power occurs, if not provided by the manufacturer?

22. (Annex A) – Recommend retaining this section as Appendix 1 because it specifies default gearbox efficiencies needed for TP2 calculation.

B. Is the procedure sufficiently detailed to support the validation program?

- Does it provide a sufficient basis for developing a laboratory test plan at each of the participating laboratories?

- Does it need to provide additional guidance for instrumentation with measurement devices, or is this a concern of each individual laboratory?

C. Any other issues