System Power Determination Drafting Group

Meeting 5 – Monday, May 7, 2018 (5:00 am EDT)

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
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Sharepoint site:

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

AGENDA

A. Status of request for copy of ISO 1585

B. Status of availability of updated ISO procedure (FDIS)

C. Discussion of comments, issues, and edits identified since Meeting 4 (see highlighted comments in draft GTR)

1. Replaced “gtr” with “Amendment to Global Technical Regulation No. 15”
2. Added abbreviations to 4.1 (variable names used in calculation formulas)
3. (5.1.2) Test room – propose aligning requirements for temperature, pressure with GTR 15
4. (5.1.2) Test room – propose adding requirement for humidity, to align with GTR 15
5. (5.1.4) Soak area – propose adding 5.1.4 for soak area conditions (moved from 6.6)
6. (5.2.2) Measurement frequency – propose adding requirements for temperature, pressure, humidity to align with GTR 15
7. (6.3) Preparation of vehicle - Propose aligning tire pressure requirement with GTR 15

8. (6.3) Shall fuel be referenced to ISO 1585, UNR 85, or GTR No. 15?

9. (6.4.1) Any further input from validation labs on dyno torque and speed measurement accuracy, if using instead of “measurement devices” for TP2?

Axle/wheel rotational speed	s^{-1}	$\pm$ 0.5 s^{-1} or $\pm$ 1 %, whichever is greater
Axle/wheel torque	Nm	$\pm$ 6 Nm or $\pm$ 0.5 % of the maximum measured total torque, whichever is greater, for the whole vehicle, with a measurement frequency of at least 10 Hz

10. (6.4.1) Discuss language regarding driven axle powered via differential

11. (6.4.1) Any further input from VDA on use of “specific data of the tires” to “transform by calculation”?

12. (6.5) Discuss JAMA suggestions on SOC from Meeting 4

13. (6.6) Propose specifying “in the soak area” to link to requirements for soak area conditions now described in 5.1.4

14. (6.6) Discuss/resolve JAMA comment on duration of soak time for vehicle with large battery

15. (6.7) Propose specifying that vehicle be placed in dynamometer test mode if applicable

16. (6.7) A volunteer is requested to locate appropriate text in WLTP regarding auxiliary systems.

17. (6.7) Propose adopting GTR 15 language regarding test cell temperature at start of test, and engine oil and coolant temperature.

18. (6.8.2) Discuss aligning warm-up procedure with FDIS re JAMA comment

19. (6.9.1) Resolve need for revising concept of peak and sustained power (defer to ISO conclusion, or revisit?)

20. (6.9.2) Discuss JAMA comments on CAN data and use of R85 data (FDIS)

21. (6.9.2) Discuss JAMA comments on use of measured or default values

22. (6.10) Discuss JAMA recommendation for finding speed of maximum power

D. Specific considerations for Validation Program

1. Scope of detail in test procedure vs. test plan

   (a) Test sites should plan for significant setup effort (instrumentation, data collection, data analysis, etc) not specifically detailed in the procedure

(b) JRC as clearing house for information learned from Japan visit (June 2018)

(c) Recommend that test plans begin being drafted at respective test sites

2. Manufacturer information needed

   (a) GTR assumes manufacturer cooperation (certification context), but validation program is independent. Test sites need to arrange for manufacturer to supply any needed information or recommendations needed by the procedure.

   (b) TP1 requires R85 data from manufacturer, for each vehicle to be tested

3. Sufficiency of using default values vs. measured values in validation program

4. (TP2) Will validation program measure torque and rotational speed by hub dyno, measurement devices, or chassis dynamometer?

5. (6.9.2) Will validation program use CAN bus data when available, or measured data?

E. Any other issues