

Open Issues related to System Power Determination
DRAFT - 23 May 2018

Open issues - Drafting

1. (General) - Drafting group will require access to the full ISO FDIS 20762 in order to incorporate the latest revisions to the ISO procedure. To date, only the revisions from clause 6 have been provided and entered.
2. (General) - ISO 20762 only covers HEVs, but EVE IWG has stated the intention to also cover pure EVs with more than one electric machine for propulsion. The need for any specific provisions for pure EVs need to be identified and drafted.
3. (6.4.1) EVE IWG to discuss and confirm that torque and speed measurement on one axle shaft of a vehicle having a differential covers all possible configurations.
4. (6.4.1) EVE IWG to clarify steps for “transforming by calculation” using “specific data of the tires” (TP2) for possible inclusion in the procedure. (Tentatively assigned to Matthias to ask VDA)
5. (6.5) EVE IWG to discuss proposed “maximum SOC achievable by regeneration” as indicator of having reached maximum SOC for initial charge of REESS.
6. (6.5) EVE IWG to discuss proposed specification of initial SOC when power in CS > power in CD
7. (6.6) EVE IWG to discuss whether specification of vehicle soak time (6 to 36 hours) is sufficient for vehicle with large battery.
8. (6.9.1) EVE IWG to discuss and confirm definitions of peak and sustained power.
9. (6.9.2) EVE IWG to consider permissible use of CAN data in place of measurement devices.
10. (6.10) EVE IWG to discuss need for additional detail on selection and sequencing of speeds when speed of maximum power is not provided by manufacturer (looping sequence)

Open issues – Validation program

1. (6.4.1) Participating laboratories to confirm accuracy of dynamometer torque and speed measurement per TP2 measurement accuracy requirements.
2. (6.9.2) Discuss permissible use of CAN data in place of measurement devices for purpose of validation program.
3. Confirmation of vehicles to be provided by Japan, OICA, etc. – to achieve full spectrum of HEV configurations
4. Discussion of any potential for limited round-robin
5. Discussion of any manufacturer participation required (e.g. speed at which maximum power is attained, how to enter dynamometer mode, ISO 1585 test results, etc.)
6. Discuss potential unavailability of ISO 1585 test results, for vehicles that may not have been certified for EU (e.g. North America-spec vehicles to be tested by EPA)