

| WLTP Sub Group EV Phase 2 | |
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| Date | Friday, March 31 th 2017 |
| Time | 09:00 to 12:00 CET |
| Location | Web-Audio-Conference (login-data second page) |
| Title | WLTP Sub Group EV, 15 th meeting |

Agenda

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| 1 | Welcome and adaption of Agenda | |
| <p>Agenda adopted.</p> <p>Revision of Minutes from last meeting:</p> <ul style="list-style-type: none"> - Question from ACEA regarding the Japanese feedback on the AER_{city} calculation amendment which was introduced in the last Subgroup EV meeting in Geneva. Will be presented in Bern. - COP will be discussed in TF ISC. Interested parties should contact EC for invitation etc. JP question regarding also include CO₂ in EU. Answer is that the CS-test is for checking the emissions and CO₂ and the CD-test for checking the electric energy consumption. Will be discussed further in TF ISC. Participation from SG EV is preferred. - OVC-FCHV (proposal from ACEA): Still in scrutiny from JP. No new data available at the moment as feedback to questions from JP asked to ACEA. Regarding time not in hurry if finalized in 2018 it should be ok. Will not be discussed further in short meeting in Bern. Only update, since not much new information available. - Regarding drive trace index: Roadmap for finalization. Based on WLTP-17-07. JP plans to present proposal to WLTP IWG in Bern. Available end of next week (April 7th). Time for feedback until June. In EU 2nd act only normalization for ICE vehicles. - TF OBD: still discussion regarding the open points. - TF EVAP: discussions regarding the EVAP procedure for sealed tank system. Finalization of the draft text planed before IWG WLTP meeting in Bern, some of the Subgroup EV members are involved in the TF discussion. New information will be available in Bern from next TF meeting. | | |
| 2 | Report from IWG EVE | |
| | <ul style="list-style-type: none"> - Hybrid System Power - Battery Durability | |
| <p>IWG EVE has new mandate to continue</p> <ul style="list-style-type: none"> - the research for battery durability - the development of a methodology to determine the hybrid system power. <p>The next EVE meeting will be in Ann Arbor (USA) on April 10th/11th, the week before the IWG WLTP meeting in Bern. There will be an update concerning the outcome of the EVE discussion during the SG EV meeting in Bern.</p> <p>System power.</p> <ul style="list-style-type: none"> - WLTP request of system power from IWG EVE. For cycle classification and downscaling. - Concerning hybrid system power, the proposed way forward is to refer to new development in ISO/CD 20762. Published November 2017. JP will be able to provide stance on next WLTP IWG meeting. - To discuss the application of a reference to this standard and if this standard immediatly can be used in the WLTP context, it is necessary to initiate a group to evaluate this. In such a group, the contribution of Heinz Steven is appreciated. - A question was raised regarding the point if there will be two methods or one combined as there will be two methods in the standard, one from JP and one from GER. The understanding is that there will be two methods which can be used optionally. From WLTP point of view, this means that there is a need for the evaluation of these two methods. Topic will be further discussed during the SG EV meeting in Bern. - As there will be an agenda point on system power in the EVE meeting in Ann Arbor (USA), there was the question if Heinz Steven would be able to call in to EVE meeting when this point will be discussed. Heinz Steven will try to call in for this agenda point during EVE meeting. | | |

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| Battery durability. | |
| - Agreed within WLTP Task Force durability, that this topic is completely under the responsibility of WLTP Subgroup EV and there shall be a close collaboration with the IWG EVE | |
| - During the last IWG EVE meeting (January 2017 in Bern), the IWG EVE leading team asked the question to the manufacturers on how they assess the durability today. | |
| - As an answer on this question, there will be a presentation at the next IWG EVE meeting in Ann-Arbor by Volvo Cars on behalf of OICA; in addition to this presentation, OICA will present a statement; the during this SG EV web-audio presented documents had been on ACEA basis but are also supported by JAMA | |
| - This topic was already discussed during the part 1 of the IWG EVE work and result of the discussion at that time was that it is a rather complex issue and today difficult to put in a regulation. | |
| - No standardized (accelerated) ageing method is available which may provide a representative and fair estimation of the ageing of batteries. | |
| - JRC (Elena Paffumi) will be present at the IWG EVE meeting in Ann Arbor; JRC will present their work in order to contribute to the discussion. | |
| 3 | Status and Update on SG EV topics |
| | - Low and realistic winter temperature (Supplemental Test) |
| | - ACEA stance |
| - There is still the question to be answered concerning the purpose of the values derived from the low temperature test. Responses from CP leave the topic quite open (customer information, regulatory purpose?) | |
| - Need to consider test burden and the benefit for environment. | |
| - Need to avoid creating and determining values that will not be used at the end. | |
| | - JAMA stance |
| - Fundamental discussion in TF | |
| - SG EV should focus on EV related parts and the technical issues. | |
| | - Summarization |
| - Set temperature is a political discussion. | |
| - SG EV needs a clear view on what parameters are required and for what purposes | |
| - SG EV will give a feedback according to the table in the JP presentation in the low temp TF. | |
|  <small>LowT06-05_Japan proposal Discussion</small> | |
| - Members of SG EV are encouraged to provide feedback to the table in the Japanese presentation until SG EV meeting in Bern. | |
| - SG EV will work on an agreed contribution to TF Low Temperature | |
| - SG EV input will be presented to TF when concluded and finalized. | |
| | → Preparation of input to TF Low Temp Meeting on April 5th |
| TF low temp web-audio meeting on April 5 th is canceled and shifted to April 27 th | |
| | - Drive Trace Index |
| - Already discussed under point 1. | |
| - Presentation of Japanese proposal by JP during IWG meeting in Bern | |
| - Proposal will be available latest April 7 th | |
| | - OVC-FCHVs – Test Procedure |
| Already discussed under point 1. | |
| 4 | Drafting Issues |
| | - Amendments to Phase 1b |
| - No input on latest proposal from members. | |
| - ACEA identified some items and will prepare a document for the Bern meeting addressing these points, e.g. describing “charging” in appendix 4 more precise. | |
| - Another issue regarding the wording “peak power” in context of the downscaling procedure for PEV. A change discussed in drafting TF because it is not clear “which” peak power”. There is no such wording within R85. Based on minutes of previous SG EV meetings, the “maximum net power” in UN-ECE R 85 is meant (checked against minutes) | |
| - There may be more such points in the GTR, so all SG EV members are invited to come up with these points and make a proposal for amending the GTR to make the GTR more robust. | |
| | - Phase 2 |
| Only development from TF EVAP this far. | |
| No specific issues from SG EV at the moment. | |
| 5 | Preparation the SG EV agenda point at the Bern meeting |
| In principle the same points as this meeting. | |
| Discussion on next meetings for SG EV. | |
| 6 | AOB |