

## **WLTP SG EV Web Conference 29th of May 2017**

### **1. Review of meeting in Bern (90min @WLTP) → minutes attached**

- Discussion of EV issues system power determination as well as battery performance and durability during next EVE IWG meeting in Geneva, which will be held on June 7 at the European Commission (EC) facility in Geneva.
- Hybrid system power determination
  - o Concerning hybrid system power and its usage in the context of WLTP for the purpose of downscaling and cycle classification of hybrid electric vehicles, the European Commission made the statement, that there are interim solutions already implemented in the GTR and that there is no urgent need to develop such a procedure; such a procedure would be beneficial for those manufacturer who are planning to bring low powered vehicles into the market
  - o Concerning hybrid system power, a reference to ISO is preferred. This can be introduced at a later stage as an amendment to the GTR.
  - o Regarding system power needs further discussion with Heinz regarding need for cycle classification and downscaling methodologies
- Battery performance and durability
  - o Concerning battery performance and durability, three options had been discussed in the IWG EVE.
  - o Discussion is ongoing on the way forward
  - o EVE leading team provided a matrix during last WLTP meeting in Bern and requested WLTP to respond with feedback to it
  - o Discussion during Web-audio on May 29<sup>th</sup> on this matrix amongst SG EV members and which of these three options is the preferred one; some members pointed out their personal point of view but no ACEA or JAMA position
  - o All members who raised their hand, agreed that option 1 (“standardized procedure”) is not appropriate at the moment. The third option has some difficulties.
  - o Second option has strongest possibilities; as customer information, a default deterioration factor could be a promising and sufficient approach, with possibility for the manufacturer to develop better factor (by providing a justification for the better factor); still needs to discuss details of this option in the SG EV.
  - o Request that members of SG EV provide feedback on the matrix values.
  - o JP will provide position during EVE meeting next week.
  - o ACEA EV position is that the range should be part of a customer-manufacturer relation, there is no need to have provisions in the regulation. In service conformity is the tool to address durability of emissions (next TF ISC meeting the 20<sup>th</sup> of June)

### **TASK: Joint meeting between WLTP and EVE in Geneva (June 7<sup>th</sup>, morning session, EC building)**

### **2. Update on topics:**

- Hybrid System Power  
See point 1.
- Battery Performance and Durability  
See point 1.
- EVAP  
Discussion on sealed fuel tank systems. Expecting final proposal soon.
- OBD  
Next TF meeting 2<sup>nd</sup> of June. Discussion on definitions.

### 3. Low Temperature

- Discussion of table provided by Japan
  - o Request from TF LowTemp regarding boundaries and set temperature for EV.
  - o For example regarding conditioning and soak of vehicle before test, heating of battery and cabin of vehicle in advance of the test during soak, etc.
  - o Question regarding difference in option 1 and 2 for RLD. T&E of opinion that both options are the same
  - o Idea to refer to ATCT test in EU; define conditions according to ATCT test in EU, just at the low and/or realistic winter temperature.
- Pre-setting and stabilization of REESS temperature:
  - o No proposal at the moment, but need to consider not increase test burden.
  - o Presentation regarding REESS temperature from TF Low Temp (web-audio meeting of March 23<sup>rd</sup>)
  - o T&E states that the temperature increase from ambient to operating temperature in REESS is an important factor for the need to use pre-setting of REESS; also discharging and charging of the REESS will affect the REESS temperature conditions, for example rate of discharge can heat the REESS.
  - o Feedback requested from members of SG EV on the need for pre-setting of REESS
- Concerning the request from TF Low Temp on feedback from SG EV, Matthias will prepare (on behalf of SG EV) a document for the TF Low Temp meeting on Thursday, June 1<sup>st</sup>.

**TASK: SG EV has to continue the discussions on the pre-setting as well as the actual procedure.**

### 4. OVC-FCHVs

- Reminder: ACEA WLTP EV group presented a proposal on this topic in one of the previous meetings
- One question discussed in the past and asked by members of SG E is regarding number of H2 tanks for CD test, could be an option to focus on cycle values for the moment (depending on request from CP) and discuss the issue of phase specific values at a later stage
- ACEA WLTP EV group will develop – based on feedback – a new proposal; feedback needs to be provided in writing to be able to be considered.

**TASK: ACEA WLTP EV group will prepare reworked proposal.**

### 5. Drafting issues

- No point shared before the meeting on May 29th.
- If there are points need to be considered, feedback is requested on latest version of GTR in order to improve and make GTR more consistent.

### 6. AOB

Due to technical problem with Skype propose to use EC web system for coming meeting.

Leading team will check the possibility to get a unique login to EC system for SG EV.

Propose for next meeting preliminary 28<sup>th</sup> of June.

Preliminary agenda

- Pre setting of REESS
- Update from TF LowTemp
- Procedure for OVC-FCHV
- Outcome EVE meeting