

WLTP Sub Group EV	
Date	10 th of January 2018
Time	2:30pm to 5:30pm CET
Title	WLTP Sub Group EV Meeting — minutes
Location	Palais des Nations, Room S4

Minutes

0	Topics from December	
	Run-In- Mileage	WLTP-SG-EV-21-03
<p><u>Discussion:</u></p> <ul style="list-style-type: none"> - Existing procedure in GTR15 for run in of (N)OVC-HEV, NOVC-FCHVs and PEVs not appropriate - Discussion based on proposal prepared for the amendment 4 of GTR 15 (in: “WLTP-21-05e_Appendix7_electrified vehicles” under Annex 8) - TNO (Iddo Riemersma) proposes to rephrase the proposed text, changing order of blue and yellow. Blue shall be main procedure. Only in case of a malfunction, REESS can be replaced. The replaced REESS has only to be run for 300 km if complete vehicle has reached 3000 km before having 300km with REESS. All this has to be done with the approval of the responsible authority. A definition of “what is a malfunction” would need to be developed. <p><u>Conclusion:</u></p> <ul style="list-style-type: none"> - SG EV agreed on blue text <p>Blue text will be included in amendment 4 of GTR 15 Adoption of amendment 4 of GTR 15 at GRPE the 11th of January.</p> <p><u>Next steps:</u></p> <ul style="list-style-type: none"> - Yellow text will need further discussion within WLTP SG EV - Will be discussed in one of the upcoming SG EV meetings 		
	Warm-Up Procedure for PEV Coast Down	WLTP-21-05e_Appendix7
<ul style="list-style-type: none"> - Discussion based on proposal prepared for the amendment 4 of GTR 15 (in: “WLTP-21-05e_Appendix7_electrified vehicles” under Annex 4) - Discussion initiated by UTAC as a solution is required for PEVs which – due to their low range – cannot perform the coast down as it is described in the WLTP legislation - Proposal says that for the warm-up phase either the duration or the applied speed or both can be reduced. - Comment from BMW (Nico Schütze) on prepared proposal: <ul style="list-style-type: none"> - this proposal does not solve problem - It opens flexibilities as the proposal could lead to different results depending on what is changed (speed and/or duration) 		

- There should be a clear guidance for the manufacturer and also for the responsible authority how to proceed, proceeding should be specified to avoid cherry picking.
- Based on the comment from BMW, discussion of a counterproposal, which is a stepwise approach, means first reduce speed and if speed is not enough, also reduction of duration.
- Vehicles of similar specification from different manufacturer should be treated in the same way.
- JP doesn't feel that this counterproposal works as intended. So no further discussion is necessary for such a tiny issue.
- Example requested of a vehicle that has a problem with the existing procedure.

Status:

- No conclusion at this meeting, conclusion has to be derived as soon as possible but latest until next IWG WLTP meeting in Ispra (April 2018)

Next Steps:

- Proposal from Subgroup EV leading team: further discussion in separate web-audio
- Leading team will invite Subgroup EV members when counterproposal or confirmation is available; UTAC (Celine Vallade) will be invited

1	Low Temperature Test Procedure
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Subgroup EV meeting in Geneva, January 10th:

- Documents being discussed in the Low Temperature Task Force are uploaded on CIRCABC and can be found under the link:
<https://circabc.europa.eu/faces/jsp/extension/wai/navigation/container.jsp?FormPrincipal: idcl=navigationLibrary&FormPrincipal SUBMIT=1&org.apache.myfaces.tinidad.faces.STATE=DUMMY&id=41896986-3b4c-46c6-9802-e9147523896a>
- Low Temperature Task Force is expecting input with respect to electrified vehicles and Subgroup EV is asked to provide this input in upcoming low temp TF meetings.

Next Steps:

- Subgroup EV has to take all available information into account and work on a specific low temperature test procedure which is taking the characteristics of the electrified vehicles into account (time frame: sharing status latest in Low Temp TF meeting which will be in conjunction with the IWG meeting in Ispra/April 2018)
- Discussion of ideas in upcoming Subgroup EV meetings and preparation of input for the upcoming low temperature task force discussions
- Subgroup EV leading team will invite to web-audio conferences

2	Report from EVE: Battery Performance and Durability
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Subgroup EV meeting in Geneva, January 10th:

- Short summarization of the discussions and the status of the work in IWG EVE
- All EVE documents are uploaded on the UN-ECE server:
<https://wiki.unece.org/pages/viewpage.action?pageId=2523151>
- Introduction of input in durability requirement matrix which was being discussed within the IWG EVE meeting in Vienna (October 2017)

- Input from European Commission in matrix is still a draft position, final confirmation of this position hopefully available at next EVE meeting. JRC (Michele de Genaro and Elena Paffumi) will be in contact with EC on this topic
- Purpose of matrix is to give guidance to EVE.
- IWG EVE leading team is requesting feedback from WLTP Subgroup EV until the next EVE meeting (Tokyo, March 27th/28th)

Next steps:

- Each SG EV member has to review the durability requirement matrix and come back to SG EV with feedback/position
- Subgroup EV leading will invite to a web-audio conference (or more than one) to discuss these feedbacks/positions
- Final feedback/position is requested/required for the next IWG EVE meeting in March.

3	Report from EVE: Hybrid System Power Determination	
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Subgroup EV meeting in Geneva, January 10th:

- Short summarization of the discussions and the status of the work in IWG EVE
- All EVE documents are uploaded on the UN-ECE server:
<https://wiki.unece.org/pages/viewpage.action?pageId=2523151>
- IWG EVE has installed a drafting group to develop the regulatory text for the HEV system power determination methodology. This draft is based on the two procedures for HEV system power determination developed by the ISO working group. Drafting group is open to everyone interested in HEV system power determination and drafting. Contact person is Mike Safoutin(US EPA)
- There is a close communication between EVE and WLTP on this topic as this issue was requested to be worked on from IWG WLTP to IWG EVE.
- Mr. Heinz Steven (knowing the WLTP requirements for downscaling and cycle classification best) and Mr. Serge Dubuc (as WLTP drafting coordinator) are supporting with their knowledge and expertise
- Question from EVE IWG to WLTP IWG:
Preference if HEV system power determination procedure should establish in a new and separate GTR or established as an annex to GTR 15.

Task:

- Continue as Subgroup EV the support of the development of the HEV system power determination regulatory text with EV expertise and knowledge as well as drafting experience

Next steps:

- Discussion in upcoming meeting if preference is a separate system power GTR or to attach the text as an Annex to GTR15
- Subgroup EV leading team will put this on the agenda for one of the upcoming Subgroup EV meetings.

5	Charging (Annex 8 Appendix 4)	
<u>Subgroup EV meeting in Geneva, January 10th:</u> Not being discussed		
6	Drafting Issues	
<u>Subgroup EV meeting in Geneva, January 10th:</u> No drafting issues being discussed		
7	Next meetings	
<ul style="list-style-type: none"> - Several meetings (most likely: web-audio) need to be set up in order to prepare the upcoming IWG WLTP (mid of April 2018) as well as IWG EVE (end of March 2018) - If possible: SG EV f-2-f meeting in conjunction with WLTP IWG in Ispra/April 2018. - If possible: SG EV f-2-f meeting in advance of April 		
7	AOB	
	Request from WLTP IWG to review IWG WLTP proposal on Drive Trace Index regarding EV specific characteristics	WLTP-21-05e_Appendix6
<u>Subgroup EV meeting in Geneva, January 10th:</u> <ul style="list-style-type: none"> - During the IWG WLTP proper on January 9th, the question occurred if EVs are being well considered in the proposal for amendment (document: WLTP-21-05e_Appendix6_Drive Trace_Indices) - Examples: <ul style="list-style-type: none"> - The last cycle of CD test is not completed and the accelerator pedal is fully pressed and cannot follow the prescribed test cycle. - PEV that cannot complete a segment in STP according to annex 8 should not consider this segment for calculation. 		
<u>Feedback Subgroup EV:</u> Subgroup EV was involved in the discussions and electrified vehicles are already covered by the second paragraph of section 7.1. of the attached document		
<u>Subgroup EV meeting in Geneva, January 10th:</u> <ul style="list-style-type: none"> - During IWG WLTP proper question was being raised if for the calculation of the drive trace index each cycle should be considered separately or the complete Charge-Depleting-Test (full number of cycles) - Same question has to be discussed and answered in the context of the shortened test procedure of PEVs 		
<u>Next steps:</u> <ul style="list-style-type: none"> - This topic will be discussed in upcoming Subgroup EV meeting. - Christoph Lueglinger will be invited to support the discussion - Feedback required before upcoming IWG WLTP meeting (in Ispra/April 2018) 		