

HDH 13th - Summary

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- The universities and JARI presented methods for matching the work of the WHVC with the WHTC but smoothing the instantaneous power to remove unrealistic grade.
 - The universities proposed match the work over mini-cycles by adding constant grade for each section.
 - JARI present two options. The first was to match the work over the full cycle by adding a constant grade for the full cycle. The second option was to add a 30 second moving average to the instantaneous grade.
- It was discussed if the torque interrupts during shifting should be ignored. Current Japanese HILS method ignores the shifting events, but EPA expressed concern that this would not allow the test to recognize the benefit of advance transmission like dual clutch transmission since AMT's would also be tested as if they have no torque interrupt.
- EPA presented on their current work evaluating different powertrain test procedures and cycles. EPA also reiterated that the powertrain method could be used to validate the HILS model just like it is done in Japan.

HDH 13th – Summary Continued

- Validation phase 2 was discussed.
 - OEM will work with the universities to build a model for each vehicle.
 - Universities will work on creating drive cycles for chassis testing of each vehicle.
 - May through July, JRC will chassis test the two parallel hybrid vehicles (Volvo bus and Iveco truck) and one serial hybrid vehicle (MAN bus).
 - Universities will run SILS to create engine cycles.
 - OEM will perform engine test with engine cycles created with SILS.
 - OEM's will setup HILS test and validate that the cycles generated with SILS and HILS are identical.

HDH Status

- 2nd drafting meeting, June 3rd in Geneva or May 29th in Brussels
- 14th HDH meeting, June 4th in Geneva
- 15th HDH meeting, October 22nd in San Francisco
- Draft GTR by December 2013
- Final GTR by mid-March 2014