



# **In-vehicle Battery Durability**

**Panagiota Dilara  
DG-GROW**

**EVE32 IWG**

# **In-vehicle battery durability is a must**

- *Range is measured during WLTP and declared in the CoC*
- *Range is a critical factor to ensure user acceptability*
- *For PHEV smaller range, means more emissions*
- *State of Health proposal by Japan contains good elements especially for consumer awareness*

# State of health proposal

- *The proposal needs to clearly define how the state of health is measured*
  - **Battery capacity?**
  - **All-electric driving range?**
  - (values in CoC are the correct one to use, not information package)
- *Possibility to read by third party does not mean verification is made*

# Verification

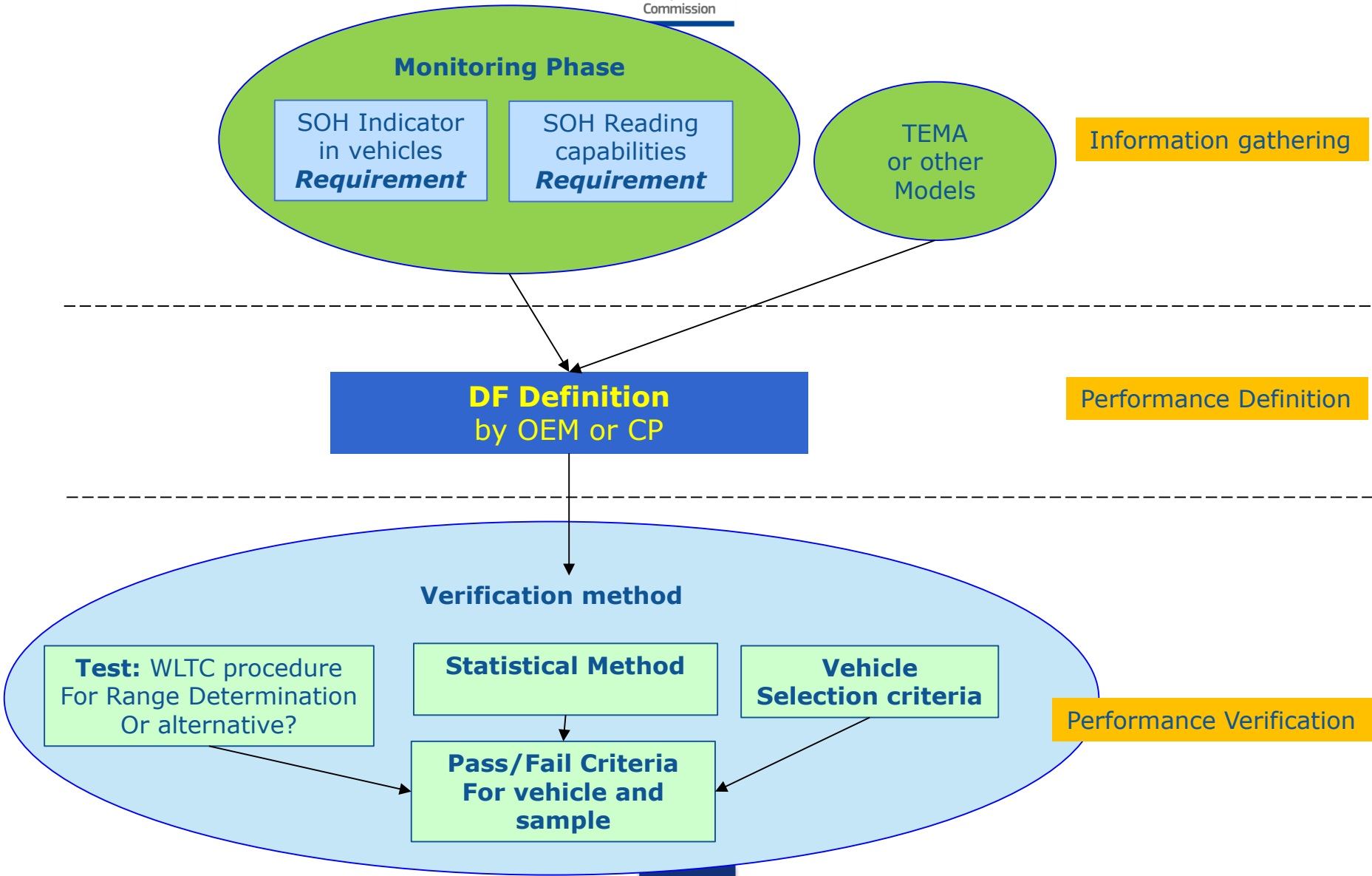
- *Should include the possibility to check via independent means the range (not simply reading an ECU signal)*
- *Testing according the WLTC is currently the only option*
- *Rules are obviously needed on sample size, tolerances, etc..*

# Alternative approaches

- *Allow manufacturers to define and declare a capacity fade, or range deterioration*

*or*

- *Those CPs that want to promote better technology, may decide to define a maximum range deterioration*
- *Verification checks (during ISC) should be developed based on WLTC*





**Thank you for your attention!**