Japan position on the Low Temperature test procedure



Ministry of Land, Infrastructure, Transport and Tourism

<u>Scope</u>

• ICE, NOVC-HEV, OVC-HEV and EV

Testing Temperature

• $-7^{\circ}C$ to $38^{\circ}C$

(Justification)

- ➤ Considering environmental situation in Japan, the testing temperature should be set between -2°C to 38°C.
- On the other hand, we understand that some CPs need the lower testing temperature because their average temperature is lower than Japan.
- ➢ For the harmonized testing procedure, it is preferred to cover the CP 's environmental situation as much as possible, and it is better to set the testing temperature from −7°C to 38°C.
- ➤ Therefore, if each CP can agree the concept above and 38°C for the high testing temperature, which Japan needs, then Japan can support -7°C for the low testing temperature.

Testing Cycle

• L+M+H

The value to be measured

• CO, NMHC, NOx, PM, Fuel Consumption, Electric Energy Consumption and Range

<u>Purpose</u>

"To regulate" and "to use for customer information" at Low Temperature





FC(km/L)



 \mathbb{C}

At low temperature, the emission results are almost 10 times (at maximum) higher compared to results at 23°C.

 1)23°C-A/C OFF-Cold
 ⑦5°C-A/C ON-Cold

 2)23°C-A/C OFF-Hot
 ⑧5°C-A/C ON-Hot

 3)14°C-A/C OFF-Cold
 ⑨-7°C-A/C OFF-Cold

 4)14°C-A/C OFF-Hot
 ⑩-7°C-A/C OFF-Hot

 5)5°C-A/C OFF-Cold
 1)-7°C-A/C ON-Cold

 6)5°C-A/C OFF-Hot
 1)-7°C-A/C ON-Hot

(ref.)Results of PEVs at Low Temperature











The vehicle performance gets worse, compared to 23°C testing. e.g.) Range decreases to 60% of 23°C result

