

LowT 2019 - Minutes Telco

Date	12 Dec 2019
Title	Minutes of the 32 nd Telco - Low Temperature Task Force
Document	<p>LowT 32-02 – MINUTES ¹</p> <p>This document is closely linked to the files: WLTP_Low_Temp_TF_Status_list_v2019-12-12.xlsx ^[2] & 191126 - Low Temp Annex based on ECE-TRANS-WP29-2019-62e.docx ^[3]</p> <p>These files are loaded in CIRCA-BC as well as in the Wiki page: https://wiki.unece.org/display/trans/LowT+TF+32nd+Telco https://wiki.unece.org/display/trans/Optional+annex+Low+T+-+Drafting</p>

Agenda Item 1

The Chair, C. Astorga (C.A.; JRC) opened the meeting and presented the agenda.

The minutes from the previous TF TelCo (22-11-2019) were accepted without further changes. ⁴

Agenda item number 2

C.P. (CLEPA) shared the document “**Auxiliaries Sub-Group for LowTemp UN TF activities-CP-update-12dec2019**”. He showed the summary of the activities taken by the group of auxiliary devices experts and the work that has been carried out so far. It was shared with the TF a draft proposal for the activation of “*Auxiliary n°1 & n°2: Heating system for cabin via HVAC blown air and Heat Pump variations*” during the Type 6 test. This document also contained a series of definitions for some new elements.

¹ All documents mentioned in the minutes can be found at CIRCA BC under:

EUROPA > European Commission > CIRCABC > GROW > wltp> P > Low and realistic winter temperature TF

, as well as in the UNECE Wiki page: <https://wiki.unece.org/pages/viewpage.action?pageId=85295115>

² This serial number will be continued and updated by the chair of the TF. In order to track the evolution of the discussions and decisions inside the LowT TF, all excel files detailing the **Low T TF status list** will be saved and available in CIRCAC-BC and in UNECE Wiki page dedicated the LowT TF (<https://wiki.unece.org/pages/viewpage.action?pageId=85295115>)

³ This document will be updated by the drafting coordinator following the discussions in the lowT TF, the SG EV and corresponding drafting sug-groups. In order to track the evolution of the discussions and decisions, the files detailing the **progress in the drafting of the optional annex for lowT** will be saved in a –new- dedicated folder in UNECE Wiki page Low TF domain: <https://wiki.unece.org/display/trans/Optional+annex+Low+T+-+Drafting>

⁴ Document can be found at CIRCA BC and <https://wiki.unece.org/display/trans/LowT+TF+31st+Telco>

During his presentation C.P. suggested that in case that an optional procedure for electrified vehicles will be included in the GTR, the procedure for auxiliary settings should be included along each powertrain. Otherwise, all could be together in one appendix to the Type 6 optional annex.

B.T. (EC) supported the initial proposal made by the Aux group of experts.

M.M. (JPN) reminded that the document presented is a draft document and that Japan will present their position in the future.

Agenda item number 3

Regarding line 47 of the document “**WLTP_Low_Temp_TF_Status_list_v2019-11-08**”; Dynamometer bearings.

On the 31st TelCo Japan presented the following proposal: “ *The time between dynamometer warm up and start of the Type 6 test If the dynamometer has the additional equipment to stabilize the parasitic losses, (e.g. heated bearing, motorised bearing) test shall be started no longer than 30 minutes after the completion of warm up. When the method is other than using heater, the manufacturer shall have agreement with Responsible Authority to use that method.* ”

If the dynamometer has no additional equipment to stabilize the parasitic losses, the test shall be started no longer than 20 minutes after the completion of warm up.”

During the TelCo it was indicated that in the case of “ *the dynamometer has no additional equipment to stabilize the parasitic losses* ” 20 min were needed for safety reasons. Then the 30 min for the case “...If the dynamometer has the additional equipment to stabilize...” *where recommended to have the same 10’ extra allowance as “dyno with no additional equipment”* compared to what currently prescribed in UNR83.

R.S (JRC) pointed out that if in the first case, operators need 10’ extra for safety reasons it could be acceptable but there was no justification to modify the second case. Hence, maximum of 20’ between the stabilization and beginning of the test should be used.

M.M. (JPN) and P.C. (PSA) indicated that 30’ may be needed in the second case if vehicles need to be changed in the test cell.

Being this a new element JRC requested the involved people to further discuss this point in parallel to arrive with a common proposal for the next meeting.

JPN proposed that they will provide a simplified text where maximum time allowance will be 20’ in both cases.

Agenda item number 4.

B.T. (EC) presented the document “**Report to LowTempTF on road load setting**”, that summarize the outcome of the roadload experts meeting held on Dec 2nd. In summary the proposal is to use an ATCT-like approach at -7C, and some considerations on the dynamometer to be used, use of

equivalencies, tires pressure, among others (see document "[Report to LowTempTF on road load setting.pdf](#)" for more details).

N.I. (JAMA) explain the following proposal:

1. Target R/L @ -7degC = 1.1 * Target R/L @ 20degC, then transfer to dyno. @ -7degC (agreed within Low Temp TF)
2. Keep Target R/L @ 20degC, then transfer to dyno. with @ 23degC, then modify set F2 value only (add 0.1* target f2 value)
- 2-1. In case of 2, dyno. set value derived on specific dyno. can be used to different dyno. if parasitic loss of both dyno. is less than XX N (under the discussion)

Manufacture is able to select one of above options (1 or 2)

<reason>

For case 1. : some of JAMA member has a difficulty to develop the system without knowing the target R/L in early stage of development phase.

(target R/L @ 20degC : have a plenty of knowledge to estimate target R/L as manufacture has been doing in the past decades)

For case 2 : follow the tentative decision made by R/L experts meeting on 2nd Dec.

For case 3 : since modern dyno. has few parasitic loss, it's beneficial to reduce testing burden

N.I. suggested to mention both methods for the informal document. B.T. (EC) agreed, but indicated that a decision needs to be taken and one methods to be chosen.

Line 41 of the document *WLTP_Low_Temp_TF_Status_list_v2019-12-12* reads now "ready for drafting".

Agenda item number 5.

M.N. (SG-EV- Technical Chair) provided a brief update regarding EV-SG activities. The presentation was based on the document:

191211_draft_update_proposal_Low-Temperature-Test_ACEA_with comments SG EV.pdf

(<https://wiki.unece.org/display/trans/30th+Meeting+of+WLTP+Sub-Group+EV>).

ACEA's proposals for the test procedures for a) BEV and b) OVC-HEV were shown. In the document there is a proposal for a mandatory procedure and the possibility for an additional procedure that would allow certain preconditioning of the vehicle during charge and soak.

B.T. (EC) requested the TF and the SG-EV members to focus on the mandatory procedures.

Japan requested not to include in the informal document any information that has not been agreed.

The Chair requested TF to join and collaborate on the drafting of the procedures for the electrified vehicles as very few people have volunteered until now.

Agenda item number 6.

R.G. indicated that it may be possible to present the informal document the week of the next WLTP meeting.

The next meeting on Dec 17th will focus on drafting and more details about the process will be explain then, including delivery dates next meetings of the drafting group.

More information in the draft document uploaded in a dedicated folder of the LowT TF's wiki

<https://wiki.unece.org/display/trans/Optional+annex+Low+T+-+Drafting>

DRAFT

List of participants:

Bart Thedinga (EC) B.T.

Cova Astorga (Chair) C.A.

Christophe Petitjean (CLEPA) C.P.

Hans Matthiasson (Volvo/OICA) H.M.

Harald Kurz (HORIBA) H. K.

Nick Ichikawa-san (Toyota - Japan) N.I.

Katie Mann ()

Les Hill (Horiba) L.H.

Matthias Nägeli (VW/ACEA-EV/SG-EV) M.N.

Mayumi Morimoto (JPN) M.M.

Olle Berg (Volvo/OICA) O.B.

Pierre Cognet (PSA) P.C.

Peter Bonsack (CH) P.B.

Ricardo Suarez (JRC) R.S.

Rob Gartner (EC) R.G.

Sam Triparthy (Renault) S.T.

Stefano Malfettani (Renault) S.M.

Shumpei Miyazaki (JPN/MLIT) Sh.M.

Takehiro Abe (JPN) T.A.

Tibor Gyeroeg (Denso) T.G.



EUROPEAN COMMISSION
JOINT RESEARCH CENTRE (JRC)
 DIRECTORATE FOR ENERGY, TRANSPORT & CLIMATE
 SUSTAINABLE TRANSPORT UNIT

32nd Telco Low Temp Task force

Low Temp Task force Agenda	
Date	December 2019 Thursday, 12 th (9:00-11:00h)
Informal Document	Agenda Low Temp TF 2019-12-12 (Doc TF LowT 32-01)
Room link	https://ecwacs.webex.com/meet/mastorga-llorens

Time	Agenda item	Lead/ contributions	Working Document
9:00	Welcome and introduction Presentation of Agenda Lecture and approval of Minutes of 31 st LowT TF telco (22 nd of November)	Coordinator TF / All	Agenda TF LowT 32-01 Minutes TF LowT 31-02 <i>(doc attached mail 6//12 /2019)</i>
9:15	Update on Auxiliary devices - Working group, including information about the progress of the drafting activity	Ch. Petitjean (CLEPA)	
9:30	Summary & information on: LowT TF progress and latest version of "Open issues list" WLTP_Low_Temp_TF_Status_list_v2019-11-22.xlsx https://wiki.unece.org/display/trans/LowT+TF+31st+Telco Revision of some open issues Low T Dynamo warm up 2019.11.22.docx Others? (tbc)	Coordinator TF/ all	
9:45	Updated on Road load correction for LowT test Revision lines: 41-44 open issues list	B. Thedinga (EC)	
10:00	EV SG update and information: Summary of progress in the open issues list and drafting process (just started) Information on the proposal for PEV & HEV from ACEA	M. Nägeli	
10:15	Optional annex on Low Temperature test. Drafting document can be found from now in a new folder: "Optional annex Low T - Drafting" https://wiki.unece.org/display/trans/Optional+annex+Low+T+-+Drafting	R. Gardner (Coordinator)	

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	Topics for the next telco of the drafting group on the 17 th Dec		
10:55	Next Telco and meetings https://wiki.unece.org/display/trans/WLTP+calendar	Coordinator TF / All	
11:00	End of the meeting		