

<p>Initial orientations from Low Temp TF about the Test Procedure to include auxiliaries</p>	<p>A. Auxil Test Procedure must stay as simple as possible to avoid test burden B. Auxil Test Procedure must be as much as possible the same for all power-train types C. Auxil Test Procedure could be inspired from US existing approach</p>	<p>Automatic Comfort System leads to a very simplify method. Keep in mind that in some case Auto Control go back to Manual control. This is important to insure a technology neutral approach of the Test Procedure. In addition there is a Test Procedure for Low Temp under development in China (GB/T 18386.1-xxx) which target to include auxiliaries.</p>
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	FAQ vs drafting text	Rational	other comments
1	Why the Test Procedure is not for Cabin Comfort function assessment/Achivement ?	1. Purpose of the Auxil Test Procedure is just to include the energy consumed by the auxiliares into the overall (Emission & Range) impact measured by the global Low Temp Test Procedure	To assess the Cabin Comfort achievment a lot of sensors, and specific soaking period of the cabin it-self are needed together with the use of a Climatic Wind Tunel. This is clearly not compatible with existing practices for Emission Testing and the orientation of a simplify Test Procedure here.
2	Why is it better not to activate pre-heating of Cabin along Charging Phase ?	1. In real life the car is not necessary plugged when starting @ -7°C 2. In real life, even the car is @ plug, it is not certain that the necessary electrical power for pre-heating is available in addition to the one for charging the battery pack 3. In real life, even the car is @ plug, it is not certain that the pre-heating will be used 4. Then not the same starting point for different cars because pre-heating strategy will not be the same. 5. Then very complexe test procedure (even not realistic in today emission chambers)	In terms of consumer information, it is probably better to bring an idea of the maximum impact of Low Temp, so that the car user have the boundary conditions for its next use. Activation of pre-heating @ plug will reduce the impact gap in between different efficiency of various heating sources. Activation of pre-heating @ plug will complexify a lot the Test Procedure and will introduce variations between powertrain types
3	Why a potential need of a Temperature sensor in the cabin ?	If No temperature sensor at all ==> it means that we rely only on the good execution of the Test procedure it-self If 1 temperature sensor ==> it means that at least one indication that something is heating will prove the good execution of the Test Procedure	For Automatic control comfort system, an activation checking sensor might be not necessary. But for Manual operated comfort system, it might be needed to prove activation.
4	?	?	?
No Auxil FAQ	Is Battery Thermal Management activated?	Battery Thermal Management is not an Auxiliary. So that its activation is only depending of the powertrain management control system.	The user do not interact directly with Battery Thermal Management.