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## Possible input for WLTP GTR#15 Amend#6

Postponed topics from UN R WLTP development





# Possible input for WLTP GTR#15 Amend#6

Update/amendment to include extrapolation for PEVs, define interpolation range for PEVs

## Intention of the proposal:

- No extrapolation defined for PEVs, no interpolation range defined for PEVs
- Proposals adds this option and shall define value for interpolation and extrapolation range

## Current status:

- Support on the concept but still discussion required on the values “minimum interpolation range”, “maximum interpolation range”, “maximum allowed extrapolation range”; also on the question if the vehicle M concept shall also be applicable for PEVs
- JPN: without concrete proposal and justification, JPN is not able to support that to go into Amendment #6
- EC: feedback expected for face-2-face-meeting in Brussels

Updated version and draft text included in document: [191016 Extrapolation OVC-HEV interpolation extrapolation PEV.docx](#)

## Conclusion within WLTP SG EV :

- Shall go into GTR#15 Amd#6
- Shall not go into GTR#15 Amd#6 and shall be further postponed



# Possible input for WLTP GTR#15 Amend#6

## Update/amendment to extrapolation for OVC-HEVs

### Intention of the proposal:

- Extrapolation is defined for OVC-HEVs but to avoid mistakes in the extrapolation two additional aspects need to be considered, to ensure that the extrapolation is right and correct
  - By extrapolation below VL, the amount of CD-cycles need to be identical between VL and the extrapolated vehicle below VL; if VL was not able to drive CD in pure electric operation, also no pure electric operation for the extrapolated vehicle below VL allowed
  - By extrapolation above VH, the amount of CD-cycles need to be identical between VH and the extrapolated vehicle above VH; if VH was able to drive CD in pure electric operation until  $SoC_{min}$ , also pure electric operation for the extrapolated vehicle above VH required

### Current status:

- JPN and EC stated that not necessary to include it now, can be done later
- JPN: Shall not go into GT#15 Amd#6 and be further postponed
- EC: feedback expected for face-2-face-meeting in Brussels

Latest version: [190930 WLTP-GTR-Proposals EV extrapolation OVC-HEVs.pdf](#)

### Conclusion within WLTP SG EV :

- Shall go into GTR#15 Amd#6
- Shall not go into GTR#15 Amd#6 and shall be further postponed



# Possible input for WLTP GTR#15 Amend#6

## Update/amendment of the wording of nominal voltage

### Intention of proposal:

- Nominal voltage is a fixed voltage value which is not taking care of the voltage decrease of a REESS
- For PEV test procedures, nominal voltage is not allowed at all; but still for the CD-test of an OVC-HEV
- Proposal limits the application of nominal voltage to the CS-conditions of an OVC-HEV and to the low voltage REESSs of PEVs and OVC-HEVs under CD conditions
- For low voltage REESS, nominal voltage application should be allowed in any case as these REESS are small and the voltage decrease over SoC is small

### Current status:

- EC supports the proposal
- JPN recommends to further postpone this topic but will check the topic before submission of the WD on March 17<sup>th</sup>
- Final decision then, if the topic can go into GTR#15 Amd#6

Latest version: [190903 ACEA TF EV proposal nominal voltage with comment and changes.docx](#)

### Conclusion within WLTP SG EV :

- Shall go into GTR#15 Amd#6
- Shall not go into GTR#15 Amd#6 and shall be further postponed



# Possible input for WLTP GTR#15 Amend#6

## Alternative option for COP testing of PEVs

### Intention of proposal:

- JAMA is proposing an alternative method (option) to the existing COP procedure (first cycle of the PEV test procedure for DC energy consumption confirmation) as in current procedure, vehicle is coming out of the test with a high SoC because procedure is starting with a fully charged battery and only one cycle is being driven
- If vehicle is shipped by plane, there is a requirement to have a maximum SoC of 30% which means that for those vehicles, the manufacturer needs to discharge the REESS down to this level
- Alternative procedure is following the same methodology like the existing procedure but starting with lower SoC and therefore avoiding this discharge of the REESS after the first cycle

### Current status:

- JPN: topic can be skipped
- EC: feedback expected for face-2-face-meeting in Brussels

Presentation describing proposal: [PEV Test Procedure for COP\\_JAMA.pdf](#)

### Conclusion within WLTP SG EV :

- Shall go into GTR#15 Amd#6
- Shall not go into GTR#15 Amd#6 and shall be further postponed



# Possible input for WLTP GTR#15 Amend#6

CO<sub>2</sub> correction factor determination (Annex 8) – Drafting issue in §4.1.1.3.

## Intention of the proposal:

- Removing redundant text in paragraph 4.1.1.3., no content change
- KCO<sub>2</sub> is mentioned in the formula and in the legend below the formula
- Text see next slide

## Current status:

- Feedback by WLTP drafting coordinator that proposed change is ok and makes sense
- Concerns raised in the context of the UNR WLTP development had been based on not completely understanding the proposal
- Will be discussed during face-2-face-meeting in Brussels next week

## Conclusion within WLTP SG EV :

- Shall go into GTR#15 Amd#6
- Shall not go into GTR#15 Amd#6 and shall be further postponed



# Possible input for WLTP GTR#15 Amend#6

## CO2 correction factor determination (Annex 8 App. 2) – Drafting issue in §4.1.1.3.

- 4.1.1.3. If the correction of the charge-sustaining CO<sub>2</sub> mass emission is required according to paragraph 1.1.3. of Appendix 2 to this annex or in the case that the correction according to paragraph 1.1.4. of Appendix 2 to this annex was applied, the CO<sub>2</sub> mass emission correction coefficient shall be determined according to paragraph 2. of Appendix 2 to this annex. The corrected charge-sustaining CO<sub>2</sub> mass emission shall be determined using the following equation:

$$M_{CO_2,CS} = M_{CO_2,CS,nb} - K_{CO_2} \times EC_{DC,CS}$$

where:

$M_{CO_2,CS}$  is the charge-sustaining CO<sub>2</sub> mass emission of the charge-sustaining Type 1 test according to Table A8/5, step No. 3, g/km;

$M_{CO_2,CS,nb}$  is the non-balanced CO<sub>2</sub> mass emission of the charge-sustaining Type 1 test, not corrected for the energy balance, determined according to Table A8/5, step No. 2, g/km;

$EC_{DC,CS}$  is the electric energy consumption of the charge-sustaining Type 1 test according to paragraph 4.3. of this annex, Wh/km;

$K_{CO_2}$  is the CO<sub>2</sub> mass emission correction coefficient according to paragraph 2.3.2. of Appendix 2 to this annex, (g/km)/(Wh/km).



# Possible input for WLTP GTR#15 Amend#6

## Declared number of cycles in CD mode for OVC-HEV

### Intention of the proposal:

- In the case of “number of tests”, more than one CD test need to be performed
- It is not clear what need to be done in the case of a borderline OVC-HEV which reaches in one test the expected numbers of CD cycles but in another test one cycle more or one cycle less than the expected number of CD cycles
- Proposal is providing a solution how to deal with this situation

### Current status:

- EC: not top priority; it is suggested to postpone this introduction; updated feedback expected for f-2-f-meeting in Brussels
- JPN: seen as low priority as this issue can be negotiated with the technical service at this stage; preliminary ok but need to be checked again; final feedback will be available before WD submission

Latest version: [ACEA EV Proposal Inconsistency at expected number of cycles in CD mode for OVC-HEVs.docx](#)

First version: [Declared number of cycles in CD mode for OVC-HEVs.pdf](#)

### Conclusion within WLTP SG EV :

- Shall go into GTR#15 Amd#6
- Shall not go into GTR#15 Amd#6 and shall be further postponed



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# Possible input for WLTP GTR#15 Amend#6

Additional topics (new)





# Possible input for WLTP GTR#15 Amend#6

## Revision of post processing table updates of January 2020

### Background:

- Before the GRPE week in January 2020, JPN submitted an update on all the post processing tables in Annex 7 and Annex 8
- Updates had been intended to have only an impact on Level 1B
- Before GRPE and also during GRPE, the updates had been scrutinized and amendments had been proposed for the UNR WLTP
- Nevertheless, the available time for scrutiny before and during GRPE was limited so additional time was requested during the Geneva meeting to work on a more robust solution than the solution which is currently integrated in the UNR WLTP documents

### Current status:

- Tables still need to be reviewed
- Revision in preparation by ACEA EV colleagues
- Final revision will be available before WD submission

Latest version: no document available yet but will be for the Brussels meeting

### Conclusion within WLTP SG EV :

- Shall go into GTR#15 Amd#6
- Shall not go into GTR#15 Amd#6 and shall be further postponed



# Possible input for WLTP GTR#15 Amend#6

## $K_{CO_2}$ correction factor family

### Intention of the proposal:

- For HEVs, the  $CO_2$  correction factor need to be determined for each interpolation family
- For the determination, five measurements are required (or only three in case specific provisions are fulfilled)
- Experiences in the already performed type approval tests show that in similar HEV powertrains, the factor is almost identical
- This means a lot of testing without any additional value
- A  $K_{CO_2}$  correction family concept will reduce this additional testing without any additional value

### Current status:

- Proposal in preparation by ACEA EV colleagues
- Recommendation during SG EV meeting on February 13<sup>th</sup> to base the proposal on COP family concept as that is an already known concept and nothing new need to be introduced

Latest version: no document available yet but will be made available for the Brussels meeting

### Conclusion within WLTP SG EV :

- Shall go into GTR#15 Amd#6
- Shall not go into GTR#15 Amd#6 and shall be further postponed