

# Auxiliaries Sub-Group

for

## Low Temperature Task Force @UN

05mar2020-C.Petitjean (Clepa)

# Auxiliaries Sub-Group for Low Temperature UN Task Force

→ An Auxiliary Devices sub-Group has been formed @ UN Geneva meeting end may 2019

[WLTP Low Temp TF] / Auxiliary devices Group Participants  Boîte de réception x

Ricardo.SUAREZ-BERTO@ec.europa.eu

 27 mai 2019 15:52

À moi, d.vartholomaios, t.gyoeroeg, miyazaki-s2t3, noriyuki\_ichikawa, Mayumi\_Morimoto, Peter.Bonsack, iddo, les.hill, harald.kurz, hans.mathiasson, william.coleman,

Dear all,

Attached the list of people that have requested to be included in the Low T -Auxiliary devices mailing list.

## UNECE WLTP Low and Realistic Winter Temperature Task Force - Auxiliary devices Group

### List of Participants

Name	First Name	Affiliation	E-Mail
Petitjean	Christophe	Valeo, France	<a href="mailto:christophe.petitjean@valeo.com">christophe.petitjean@valeo.com</a>
DIMITRIS	VARTHOLOMAIOS	DENSO	<a href="mailto:d.vartholomaios@denso.be">d.vartholomaios@denso.be</a>
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# Auxiliaries Sub-Group for Low Temperature UN Task Force

Next steps for Auxiliaries from the agreed drafting document GRPE Geneva

**06feb2020:** Clepa propose the improvements & refine wording of the existing draft test for auxiliaries as agreed in Geneva.

**07feb2020:** This file and the Draft text in Word format will be distributed to Auxiliaries Sub-Group for a new review and comments if any.

**12feb2020:** Webex review with Auxiliaries Sub-Group to integrate main comments. Then distribute the final draft appendix for Auxiliaries to all Low Temp TF members

**19feb2020:** Presentation & review of the improved draft text @ IWG f2f meeting in Brussels.

**21feb2020:** Review of the improved draft text @ drafting f2f meeting in Brussels.

**26feb2020:** Webex to finalize auxiliary appendix text to be implemented in UN Working Document.

**03mar2020:** Deadline for written comments based on previous review on 26feb2020.

**05mar2020:** Review of comments received for final auxiliary appendix text @ Low Temp TF webex.

**12mar2020:** if necessary again Review of the final auxiliary appendix text @ Low Temp TF webex.

# Auxiliaries Sub-Group for Low Temperature UN Task Force

## Auxiliaries Text up-dated with written comments by 03mar2020

Summary of the written comments received prior end of the day 03mar2020:

- Editorial → in section Definition: needed Yes or No (Bill & Christophe)
- Technical → in section 1.2.: blower speed (Nick & Christophe)
- Technical → in section 1.6.: Multi-zone system (Nick)
- Regulatory → in section 1.7.: Assessment of activation (Nick)
- Regulatory → in section 2.: Lighting (Bill, Nick + Olle)
- Regulatory → in section 3.: Electrical defrost (Bill)

The last one received 04mar2020 morning about Section 2 about lighting (Olle) is in.

→ See details in the 6 following pages (p5 to p10):  
for final decision (bottom of each page) by 05mar2020 drafting WebEx review.

# Auxiliaries Sub-Group for Low Temperature UN Task Force

## Auxiliaries Text up-dated with written comments by 03mar2020

### [Definitions:

“Automatic thermal comfort system”: means a system with an operation mode where the user selects a desired temperature value for the vehicle interior and which then controls all other settings such as fan speed, airflow direction and air recirculation without the need for further input from the user.

Auto Mode : to be defined]

→ Bill and Christophe believe Definition is not anymore needed as all details are given in Test procedure. OK to remove ?

Christophe proposal = remove the Definition

Conclusion by 05mar2020 WebEx review: ??

# Auxiliaries Sub-Group for Low Temperature UN Task Force

## Auxiliaries Text up-dated with written comments by 03mar2020

→ The wording proposed by Pierre is in line with Nick san proposal in table. No more question on second 987 and second 992? below

1.2. The blower speed control system shall be set to the auto mode within 0-9 seconds after the start of the first applicable WLTC. For vehicles with auto mode allowing different preferred setting, the auto mode providing the highest airflow shall be selected.

If no auto mode is available, the blower speed control system shall be set as follows.

The fan speed control shall be set to the minimum setting, above the setting where the fan is switched off, within 0-9 seconds after the start of the test. After the second 100 and before the second 105 of the test, fan speed shall be set to maximum setting. After the second 987 and before the second 992 of the test, the fan speed shall be reduced to the minimum setting, not being the setting where the fan is switched off.



**JPN\_Nick**

It creates unnecessary two misinterpretation. And if set "highest airflow", it maintains all testing?

Christophe proposal = ok to keep second 987 and second 992

Conclusion by 05mar2020 WebEx review: ??

Christophe proposal = agree with Nick to remove the portion of text. If auto mode exist for blower speed then it will be applied, if auto mode does not exist then manual setting is described.

Conclusion by 05mar2020 WebEx review: ??

# Auxiliaries Sub-Group for Low Temperature UN Task Force

## Auxiliaries Text up-dated with written comments by 03mar2020

- 1.6. Multiple-zone systems. For vehicles that have separate (left & right) driver and front passenger controls, all temperature and blower controls **of only driver portion** shall be set as described in paragraphs 1.1 and 1.2 of this section. Rear Thermal Comfort Systems, if available, shall be set to off position.



**JPN\_Nick**

It's impossible to set both driver and passenger control within 9 seconds

Christophe proposal = if user manual is checked before then 9 seconds must be enough. Or to we need to extend time of setting ?

Conclusion by 05mar2020 WebEx review: ??

# Auxiliaries Sub-Group for Low Temperature UN Task Force

## Auxiliaries Text up-dated with written comments by 03mar2020

1.7. — Assessment of activation of Thermal comfort. The responsible authority shall verify that the thermal comfort system is representative of serial production intent and operating as intended during the test. The responsible authority may request the manufacturer to install a temperature sensor at a designated location to record the warm-up profile as evidence for the verification.



**JPN\_Nick**

It's clearly defined in the text how to operate the thermal comfort system.

Not a question of Technical wording but more regulatory  
→ is there an agreement within Contracting Parties ?

Conclusion by 05mar2020 WebEx review: ??



# Auxiliaries Sub-Group for Low Temperature UN Task Force

## Auxiliaries Text up-dated with written comments by 03mar2020

→ Below point 2. Bill comment has been included below. Olle concern raised by email 04mar2020.

Berg, Olle

10:37 (il y a 9 minutes) ☆ ↶ ⋮

À Peter.Bonsack@bafu.admin.ch, sigve.aasebo@vegvesen.no, Takehiro\_Abe@hm.honda.co.jp, kendelle.anstey3@canada.ca, Covadonga.ASTORGA-LLORENS@ec.europa.eu, nbea

Peter,

In the revised minutes, only safety concerns regarding defrost/demist is mentioned. During the meeting I also raised the same concern regarding dipped beams. I would like to add this to the minutes.

2. Exterior vehicle lights shall be switched on within 0-9 seconds after the start of the test. Dipped beam setting shall be selected. [If the vehicle is equipped with an automatic exterior lighting system without user selectable settings, actions shall be taken to simulate driving in the hours of darkness (i.e. sufficient to illuminate at least the dipped beam headlamps)]. The lights shall remain on during the test.



**JPN\_Nick**

Sorry, why we need this. Type1 has no requirement. So type6 test condition should be same as type1.

Not a question of Technical wording but more regulatory  
→ is there an agreement within Contracting Parties ?

Conclusion by 05mar2020 WebEx review: ??

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## Auxiliaries Text up-dated with written comments by 03mar2020

→ Below point 3. Initially proposed EC wording for Electrical defrost rear and front combined in one. Additionally OICA made the following comment “ OICA expressed a concern that this could degrade the safety of vehicles in the market (depending on the usage of the low temperature measurement results) ”

3. [If the vehicle is equipped with electrical system(s) to defrost (rear window and/or windscreen), these systems shall be switched on within 0-9 seconds after the start of the first test.]

Not a question of Technical wording but more regulatory  
→ is there an agreement within Contracting Parties ?

Conclusion by 05mar2020 WebEx review: ??