

→ Blue comments are explanation about 5 last comments received before 03mar2020 and to be reviewed and agreed at webex for drafting by 05mar2020.

→ Red parts of the text in [...] need more discussions and agreement for final integration into the Working document by latest 17march2020.

----- **Current DRAFTING TEXT for Auxiliaries below** -----

[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 ?

Test Procedure:

The vehicle's interior Thermal Comfort system must be operated by adjusting the comfort setting as indicated in following paragraphs.

During the entire Type 6 test procedure, the vehicle cabin shall not be heated by any external heating device.

→ Integration of the proposed wording by Pierre to solve the issue Automatic control, semi-automatic control and manual control. Included and harmonized.

Thermal comfort preconditioning function, if available, shall not be activated during this test.

1. Thermal Comfort System setting.

1.1. The temperature control shall be set to 22°C within 0-9 seconds after the start of the first applicable WLTC. For vehicles with a thermal comfort system not allowing the selection of 22°C, maximum heat shall be set within 0-9 seconds after the start of the first applicable WLTC. This setting shall remain unchanged for the whole test procedure.

→ 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.

1.3. The airflow direction control shall be set to the auto mode within 0-9 seconds after the start of the first applicable WLTC. If no auto mode is available, the airflow direction control shall be set the feet compartment and to the front windscreen. If that setting is not available, the airflow direction control shall be set to the front windscreen.

1.4. The air recirculation control shall be set to the auto mode within 0-9 seconds after the start of the first applicable WLTC. If no auto mode is available, it shall be set to the recirculation off position.

1.5. Air Conditioning control button, if present, shall be pressed to set to ON position within 0-9 seconds after the start of the first applicable WLTC.

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.

~~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.~~

Commented [JPN_Nick1]: It creates unnecessary two misinterpretation. And if set "highest airflow", it maintains all testing?

Commented [JPN_Nick2]: It's impossible to set both driver and passenger control within 9 seconds

Commented [JPN_Nick3]: It's clearly defined in the text how to operate the thermal comfort system.

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

Berg, Olle

10:37 (11 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.

Commented [JPN_Nick4]: Sorry, why we need this. Type1 has no requirement. So type6 test condition should be same as type1.

→ 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.]