

3rd meeting of HD-Hybrids group Brussels 25-26 October 2010

For the final methodology should fulfil the following:

- A system that results in outputs that are quantifiable, verifiable and reproducible,
- A system that results in outputs that provide a method for assessing real world compliance broadly and on case by case basis
- A system that is capable of incorporating updated information and new data to produce the most accurate outputs
- A system that is appropriately transparent to allow governmental entities the latitude to easily assess its performance and ensure accuracy and a level playing field

Some conclusions from yesterdays presentations part 1.

- **The terms of reference and proposal was confirmed (GRPE /60/11 and GRPE/60/12)**
- **The first step is to investigate the HILS approach and develop the methodology**
- **The methodology should make sure that no “back sliding” of emissions compared to conventional vehicles can occur and minimize discrepancy between certification and real world CO2 and criteria emissions.**
- **Its crucial that the procedures can be robust and transparent enough in order to be put in legislation that should be used by different contracting parties and approval authorities with a consistent result.**

Some conclusions from yesterdays presentations part 2.

- **Engine and hybrid components should be certified as a set**
- **hybrid certification should cover a wide range of RESS (battery, capacitor, hydraulic accumulator, kinetic storage device, flywheel capacitor , fuel cell etc...)**
- **account PTO operation**
- **allow for technology development**
- **Keeping the uncertainties in mind the group should be open to investigate other possibilities such as power pack testing even though this is not included in the current mandate**
- **Feasibility of chassidyno testing should be done and reported to GRPE. Some investigations can possibly be done in parallel**