

## CUSTOMER REPORT




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# Defa Energy Test F3

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Confidentiality: Restricted



<b>Report's title</b> Defa Energy Test F3	
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<b>Project name</b> Testing of Various Preheating System in Cars	<b>Project number/Short name</b> 105808 (LD-PREHEAT-15)
<b>Summary</b> <p>The goal of the research assignment was to determine the effects of using the engine and interior preheating appliances together with a battery maintenance charger on the energy consumption and exhaust emissions of a vehicle in cold climate conditions.</p> <p>The test was executed at VTT vehicle laboratory in a climate controlled test cell in ambient temperature of <math>-20^{\circ}\text{C}</math>. The vehicle's battery was preconditioned prior to the test so that its state of charge was 70% of its actual capacity.</p> <p>The temperatures of the engine and the interior during the test cycle were monitored. The energy consumption of the engine (as fuel consumption) as well as consumption of electrical energy were measured. Also exhaust emissions were measured.</p>	
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## 1. Description and objectives

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The goal of the research assignment was to determine the effects of using the engine and interior preheating appliances together with a battery maintenance charger on the energy consumption and exhaust emissions of a vehicle in cold climate conditions. Also the behaviour of the vehicle's battery and the charging system in unfavourable conditions were closely monitored.

The test was executed at VTT vehicle laboratory in a climate controlled test cell in ambient temperature of  $-20^{\circ}\text{C}$ . The vehicle's battery was preconditioned prior to the test so that its state of charge was 70% of its actual capacity. The vehicle and the battery were kept in the climate controlled test cell overnight before executing the test run.

A maintenance battery charger was turned on seven hours before the startup of the engine. A block-type engine preheater and an interior preheater were turned on three hours before the startup of the engine. After starting the engine, a NEDC driving cycle was performed.

The temperatures of the engine and the interior during the test cycle were monitored. The energy consumption of the engine (as fuel consumption) as well as consumption of electrical energy were measured. Also exhaust emissions were measured.

After the test run and when the temperature of the battery was settled into room temperature  $+20^{\circ}\text{C}$ , the battery was recharged fully to determine how much electrical energy was lost or gained during the test.

## 2. Methods and procedures

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### 2.1 Test programme in general

The test programme consisted of following steps:

- Preparing of the vehicle:
  - Instrumentation of the vehicle (temperature, voltage and current sensors)
  - Analysing the properties and preconditioning of the battery
- Test run
  - Using of maintenance battery charger for seven hours prior to the startup
  - Using of engine and interior preheaters for three hours prior to the startup
  - Driving the NEDC cycle on a dynamometer (battery charger and preheaters disconnected at startup)
  - Logging of temperatures of the engine and the vehicle's interior during the driving cycle
  - Measuring the exhaust emissions during the driving cycle
- Measurements after the test run
  - Battery recharge to determine the electrical energy consumed/gained during the test

- Calculating the fuel consumption based on gaseous exhaust emissions (carbon balance method<sup>1</sup>)

## 2.2 Driving cycle

The New European Driving Cycle (NEDC) is a widely used driving cycle associated with the European vehicle type approval procedure regarding exhaust emissions and fuel consumption. The driving cycle is graphically visualised in Figure 1.

The NEDC driving cycle was applied to all individual tests in this assignment.

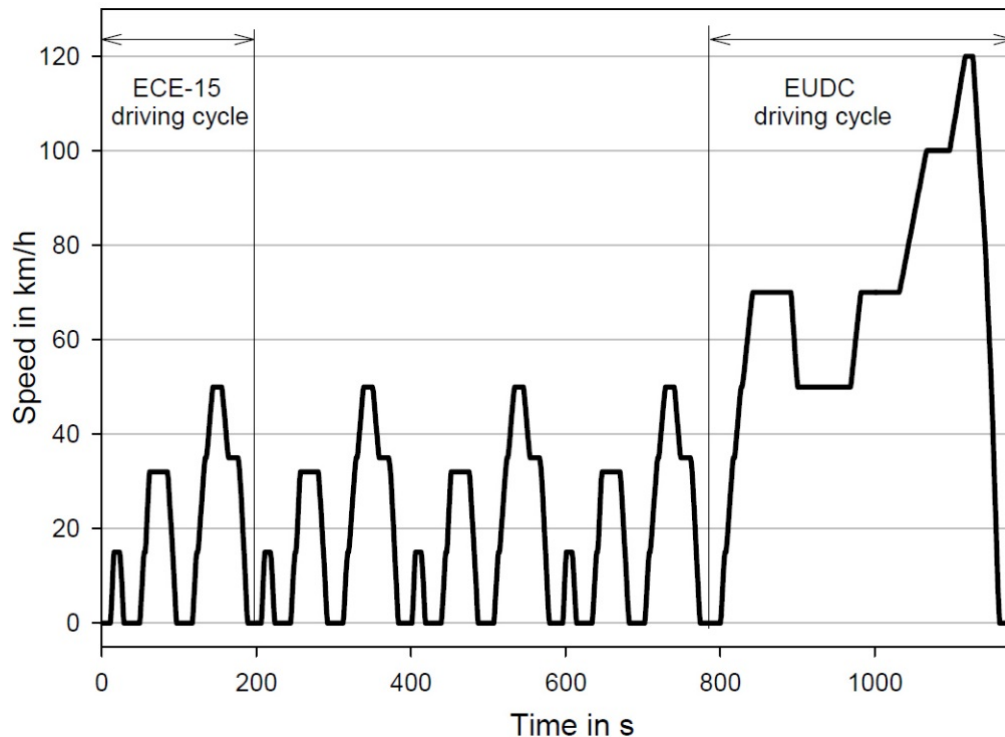


Figure 1. New European Driving Cycle (NEDC). ECE-15 is repeated four times.

Prior to each test run, the proper operation of both the vehicle and the exhaust gas sampling equipment (CVS) was ensured. If a vehicle was equipped with a specific “dyno test run” function to disable certain systems such as anti-lock brakes and electronic stability control while driving on dynamometer rollers, the function was activated prior to the dynamometer test runs.

In accordance with the type approval procedures, each NEDC cycle was started with a cold engine, and prior to the test run the vehicle was preconditioned and kept in the climate controlled test cell overnight. The ambient temperature of the test cell used in this test series was  $-20^{\circ}\text{C}$  ( $\pm 1^{\circ}\text{C}$ ) during all test runs.

## 2.3 Vehicle data and the test matrix

For the purpose of this assignment, a test vehicle was provided by DEFA Oy (Finland). Table 1 shows the main features of the test vehicle.

<sup>1</sup> ECE-Regulation No. 101, paragraph 1.4.3. of Annex 6.

Table 1. The test vehicle data.

Test ID (Defa)	F3
Test ID (VTT)	15070EB
Date	26.3.2015
Vehicle ID	Car F
Fuel type	Petrol
MY	2011
Cyl.displ. (litres)	1.999
Gearbox	DCT
Euro level	Euro 5
Odom. (km)	82524
Kerb weight (kg)	1635
Tyres	215/50R17
Tyre pressure (bar)	2.9
Dyno setting (Inertia)	1700
Dyno setting (F0)	8
Dyno setting (F1)	0
Dyno setting (F2)	0.0536
Engine heater (Defa product code)	Block type 412208
Rating (W)	550W
Interior heater	Termini II 1900
Rating (W) @ -25 °C	1900 W
Defa maintenance charger (Deaf product code)	450020
Rating (A)	4A

The vehicle's heating system controls and comfort heaters were set up during the test run as follows:

- Defrost turned on (set on minimum)
- Rear window heater turned off
- Front window heater turned off
- Heated seats turned off
- Defrost on mirrors turned off
- Headlights turned on

## 2.4 Test arrangements and measuring procedures

The test was run on a single-roller chassis dynamometer manufactured by Froude-Consine (UK). The roller diameter of this installation is 1 meter and power absorption max. 100 kW.

The dynamometer settings in Table 1 correspond to the kerb weight of the car according to the registration documents. No live rolling resistance measurements were made, but so

called “table values” prescribed in the documentation of the type approval procedure<sup>2</sup> were used. Those are based only on the vehicle reference weight and do not take into account different aerodynamic or rolling resistance characteristics of vehicles. Thus the test results may differ slightly from the values of the type approval procedure. However, for this type of test, the table values were considered to be adequately representative.

The regulated gaseous emission components (CO, THC, NO<sub>x</sub>) were determined using a Pierburg AMA2000 emissions gas analyser system.

The fuel consumption was calculated based on gaseous emissions using the carbon balance method.

The temperatures of the engine and cabin during the test sessions were measured and logged using six K-type thermocouple probes (dimensions 1.5 x 150 mm):

- T1, ambient temperature of the test cell (room).
- T2, cylinder head on the side of the intake manifold. An available M6 thread close to the valve cover was used.
- T3, engine oil. The engine’s oil dipstick was replaced with a temperature probe.
- T4, cylinder block on the side of the intake manifold. An available thread above the block/oil pan seam behind the water pump was used.
- T5, interior air. Attached on the rear view mirror.
- T6, interior air. Attached between the front seat neck rests.

## 2.5 Electrical measurements

### 2.5.1 Battery preconditioning and initial measurements

To determine the energy balance in the vehicle’s battery during the testing it was first analysed at VTT battery laboratory. The following steps were applied to analyse the battery:

- Short discharging and charging to 14.4 V + 1 hour constant voltage (CV) charging to see that battery was alive and responded normally.
- Discharging at 6 A constant current (CC) to 11.0 V and charging at 12 A CC to 14.4 V + 1 hour CV charging to measure capacity and to fully recharge the battery.
- Discharging 30% of measured capacity at 6 A CC to set battery to 70% state of charge (SOC)

So before the test, there was a 30% shortage of actual capacity which allowed the battery to receive charge during test. Prior to the test, the preconditioned battery was installed into a vehicle and was also kept in the climate controlled test cell overnight.

After the test run, the battery was again removed from the vehicle. When the temperature of the battery was settled into room temperature +20°C, the battery was recharged fully. The charge received by the battery is compared against the initial reading to determine how much energy was lost or gained during the test.

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<sup>2</sup> “Simulated inertia and dyno loading requirements”; Table 3 of ECE-Regulation No 83, Revision 4, Annex 4a.

## 2.5.2 12 V battery/charging system measurements

The voltage and current of the vehicle's battery (poles) was monitored and logged during the test. Readings were time-stamped and saved in log files (ten samples per second).

Current was measured by LEM HTR 100-SB 100 A current loops installed around the cable connecting the battery's negative pole into vehicle's ground.

Voltage was measured by voltage converters connected to a data logger.

## 3. Results

### 3.1 Temperature measurements

The following figure (Figure 2) shows the behaviour of temperatures in selected locations during the preheating period of three hours before starting the engine.

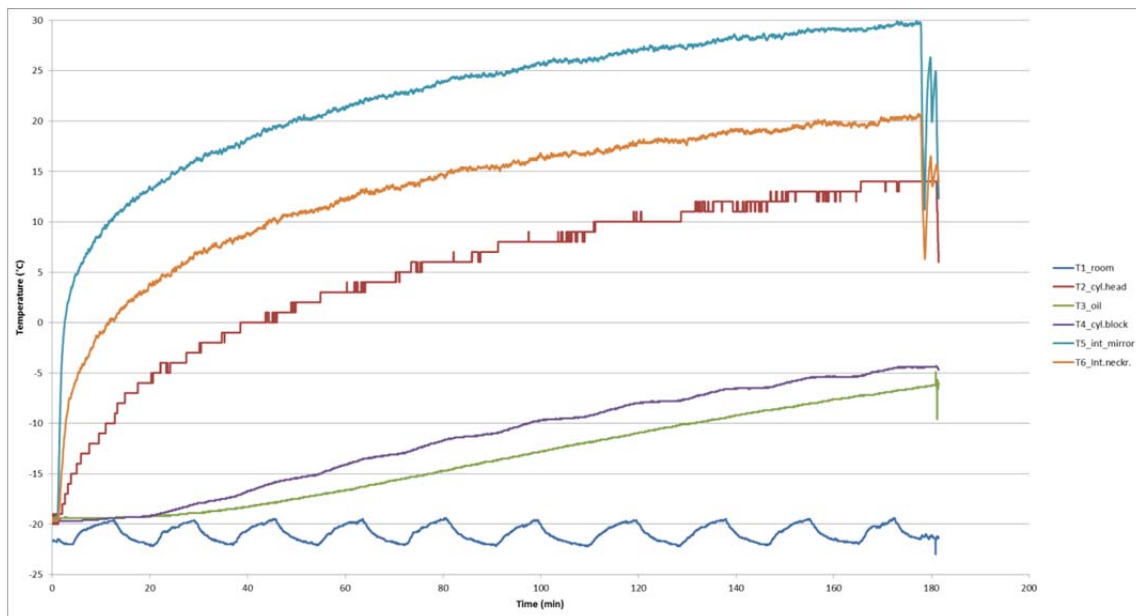


Figure 2. Measured temperatures during the preheating period of test F3.

The Figure 3 below shows the behaviour of temperatures in selected locations during the driving cycle.



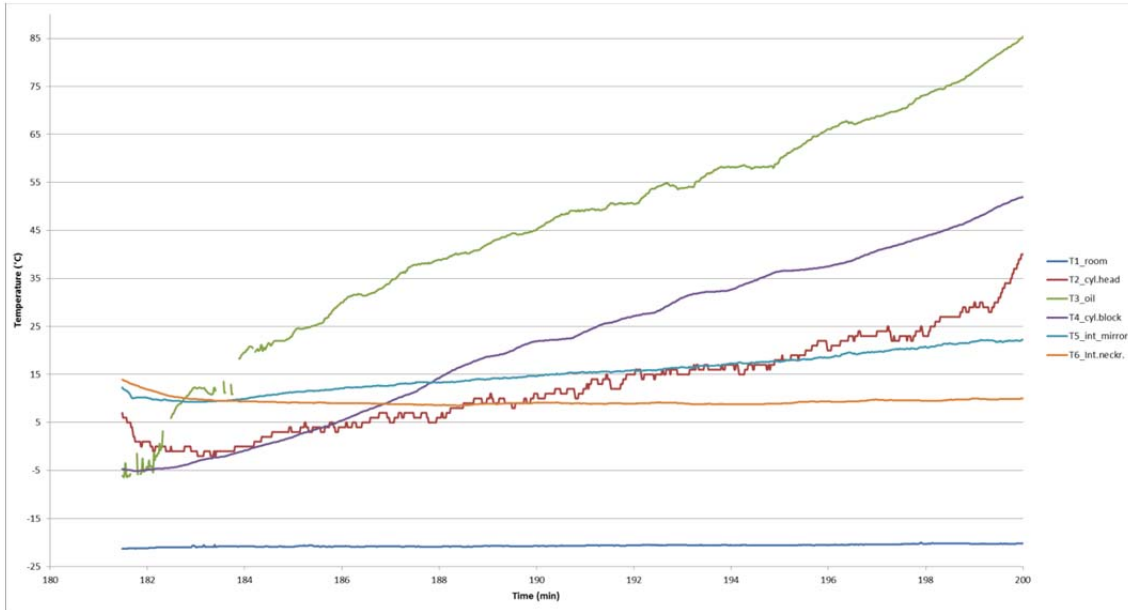


Figure 3. Measured temperatures during the driving cycle of test F3.

The temperatures at the end of the driving cycle are shown in Table 2.

Table 2. Temperatures (in °C) at the end of the test cycle.

T1 (Ambient)	T2 (Cyl.head)	T3 (Engine oil)	T4 (Cyl.block)	T5 (Cabin, rear view mirror)	T6 (Cabin, between headrests)
-20.1	50	86.9	56.5	22.6	10.2

### 3.2 Exhaust emission and fuel consumption

The exhaust emissions are displayed in Table 3 below. In addition to the combined values (i.e, for the complete NEDC driving cycle) also values for the urban part of the cycle are represented. The column “0-4 km” represents the values for the four ECE-15 parts of the NEDC cycle (see Figure 1).

Table 3. The exhaust emissions and theoretical fuel consumption values (calculated from gaseous emissions).

	0-4 km	Combined
Exhaust emissions		
CO (g km(	< 0.03	< 0.01
HC (g/km)	0.359	0.142
NOx (g/km)	0.415	0.169
CO <sub>2</sub> (g/km)	352.28	253.43
PM (mg/km)	26.08	11.70
Fuel consumption (l/100km)	14.84	10.69

### 3.3 Battery measurements

Table 4. The summary of battery measurements of test F3.

<b>Test:</b>	<b>F3</b>	
<b>Battery:</b>	<b>Bosch S5 AGM 74 Ah</b>	
Actual measured capacity:		60
Capacity before the test run:		42
Change in charge during the test:		8.83
Recharged after the test:		9.17
Capacity after the recharge:		60
Capacity after the test run:		50.83

According to Table 4, the battery was charged during the driving cycle. After the test the battery had some 8.8 Ah (about 21%) more charge than before the test.

From the Figure 4 below it can be concluded that during the preheating period, the average current through the battery pole is approximately 1-2 A. During the driving cycle the current is approximately 2-3 A (Figure 5).

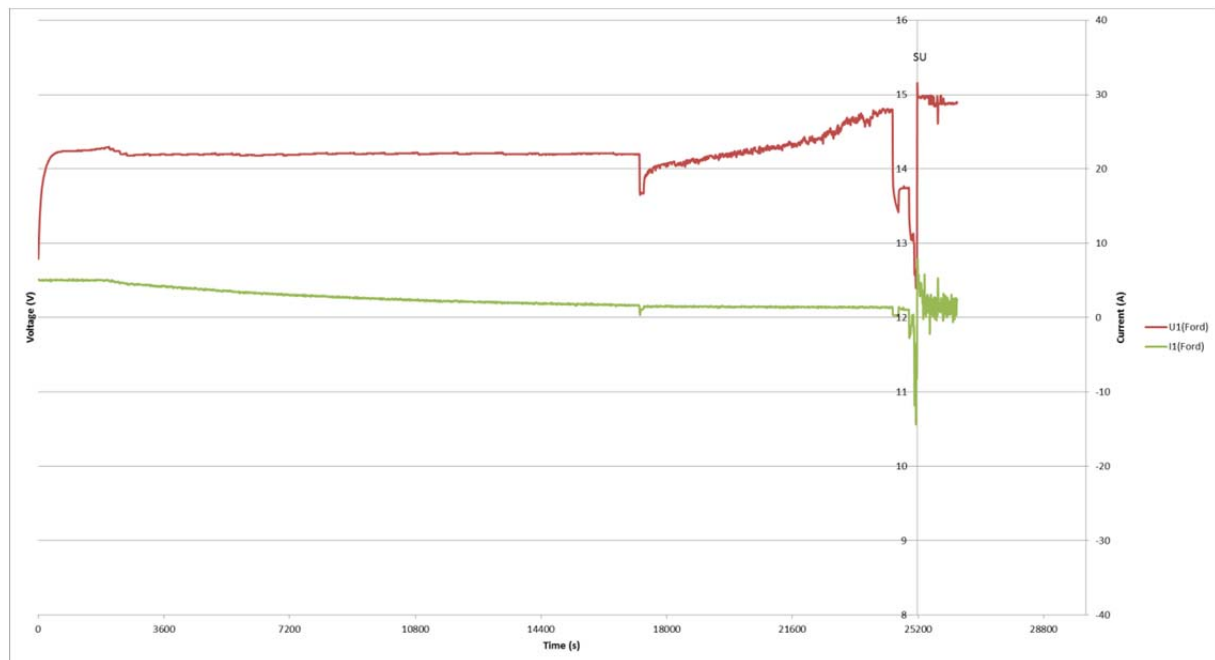


Figure 4. The voltage/current graph of test F3 during the precharging and preheating period.

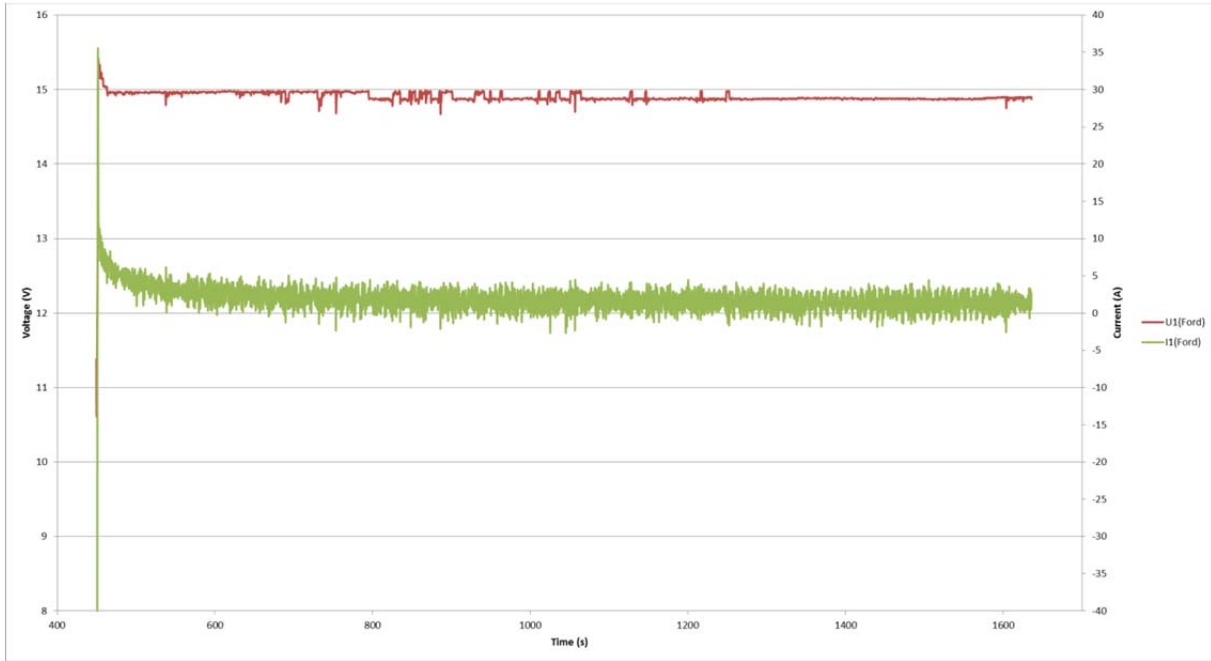


Figure 5. The voltage/current graph of test F3 during the driving cycle.

### 3.4 Energy balance

Table 5 presents the energy balance in test F3.

Table 5. The energy balance of test F3.

Energy balance	
Fuel consumed (liter)	1.178
Charged into battery (Ah)	8.83
Energy of fuel (kWh)	-10.14
Electric energy 230V (kWh)	-7.1
Electric energy 12V (kWh)	0.106
Total energy used (kWh)	-17.13

Energy of gasoline 8.6 kWh/liter