## Battery Charger Systems Test Procedure Comments on 45 Day Language

#### Presented to:

California Energy Commission



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#### Presented on Behalf of:

Pacific Gas and Electric Company



#### Presented by:

Dr. Paul Bendt, Ecos Consulting





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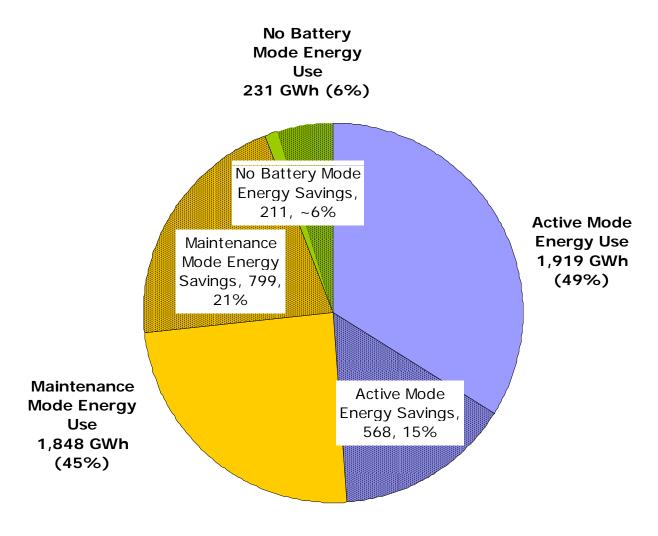
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## PG&E and Ecos Encourage CEC to Adopt the Proposed Test Procedure

- Includes tests of active mode efficiency
- Developed over 5 years with involvement of many stakeholders
- Used by several laboratories for testing hundreds of products

### **Including Active Mode is Important**





# Recent Improvements to Energy Commission Test Procedure

- Added a Part 2 to cover non-road electric vehicles (NREV)
- New to public sphere, but developed over 10 years by Southern California Edison
- Has had substantial input and support from the manufacturers of NREV chargers and batteries

### **Data Collection Period**

- We support the Commission staff recommendation to submit test data for consideration in setting battery charger system standards levels
- All product types welcome, and especially:
  - Non-road electric vehicles, including forklifts
  - Products with special requirements (such as emergency lighting)
- Ecos/PG&E/SCE submitted a suggested data template to Commission staff to enable uniform data submittal
- We recommend the following timeline for data collection, but encourage the Commission staff to check with stakeholders to ensure timeline is achievable
  - September 26, 2008: Data template available online at Commission website
  - November 6, 2008: All data due to the Commission (estimated 15day adoption date)



# DOE to Include Active Mode in Future Test Procedure

- DOE stated its intent at the 9/12/08 public meeting to include charge mode ("active" mode) in future test procedure
- A number of stakeholders supported this direction at the 9/12/08 meeting
  - Ecos Consulting, PG&E, AHAM, Power Tool Institute/Black and Decker and ACEEE
- DOE procedure due to be published in October 2010
- Opportunity open for DOE to adopt Energy Commission test procedure currently under 45 day language review



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### **CA and DOE Test Procedure Target Timeline**

