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(R) ELECTRIC VEHICLE ENERGY CONSUMPTION AND RANGE TEST PROCEDURE

TABLE OF CONTENTS

1.	Scope	2
2.	References	2
2.1	Applicable Documents	2
2.2	Terminology	3
3.	Test Conditions and Instrumentation Common to All Tests	3
3.1	Condition of Vehicle	3
3.2	Condition of Battery	4
3.3	Environmental Conditions	4
3.4	Dynamometer	4
3.5	Test Instrumentation	5
4.	Data to be Recorded for All Tests	6
4.1	General	6
4.2	Dynamometer Data	7
5.	Test Cycles	7
5.1	UDDS	7
5.2	HFEDS	7
5.3	Speed Tolerance	7
6.	Vehicle Energy Consumption When Operated on Selected Driving Patterns	7
6.1	Purpose of Test	7
6.2	Definition of Energy Consumption	18
6.3	Test Procedure	18
6.4	Special Reporting	19

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SAE J1634 Revised JUN95

7.	Vehicle Range When Operated on Selected Driving Patterns	20
7.1	Purpose of Test.....	20
7.2	Test Procedure.....	20
7.3	Test Termination Criterion.....	20
7.4	Optional Energy Consumption Measurement	21
7.5	Special Data Recording.....	23
8.	Coastdown Testing.....	23
8.1	Purpose of Test.....	23
8.2	Test Procedure.....	23
8.3	Data to be Recorded	23
9.	Notes	23
9.1	Marginal Indicia	23
APPENDIX A	EXAMPLE—REGENERATIVE BRAKING	24
APPENDIX B	FRONTAL AREA METHOD OF ROAD LOAD POWER DETERMINATION	26
APPENDIX C	ELECTRIC VEHICLE DATA SHEET	28
APPENDIX D	SAE J1634 EV TEST SEQUENCE OVERVIEW.....	30

1. Scope—This SAE Recommended Practice establishes uniform procedures for testing electric battery-powered vehicles which are capable of being operated on public and private roads, and is to replace the range and vehicle energy economy sections of SAE J227a. The procedure addresses electric vehicles (EVs) only. It is the intent of this practice to provide standard tests which will allow for determination of energy consumption and range based on the Federal Emission Test Procedure using the Urban Dynamometer Driving Schedule (UDDS) and the Highway Fuel Economy Driving Schedule (HFEDS). Realistic alternatives should be allowed for new technology. Evaluations are based on the total vehicle system's performance.

Dynamometer test procedures are specified in this document in order to minimize the test-to-test variations inherent with track testing, and to adhere to standard industry practice for energy consumption and range testing.

2. References

2.1 Applicable Documents—The following publications form a part of this specification to the extent specified herein. The latest issue of SAE publications shall apply.

2.1.1 SAE PUBLICATIONS—Available from SAE, 400 Commonwealth Drive, Warrendale, PA 15096-0001.

SAE J1715—Electric Vehicle Terminology

SAE J1263—Road Load Measurement and Dynamometer Simulation Using Coastdown Techniques

SAE J2263—Road Load Measurement Using Onboard Anemometry and Coastdown Techniques

SAE J2264—Chassis Dynamometer Simulation of Road Load Using Coastdown Techniques

SAE J1634 Revised JUN95

2.1.2 CFR PUBLICATION—Available from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

40 CFR Part 86—EPA; Control of Air Pollution from New and In-Use Motor Vehicles and New and In-Use Motor Vehicle Engines; Certification and Test Procedures
40 CFR Part 600—EPA; Fuel Economy of Motor Vehicles

2.1.3 OTHER

United States Advanced Battery Consortium—Electric Vehicle Battery Test Procedures Manual

2.2 Terminology

2.2.1 CURB WEIGHT—The total weight of the vehicle with all standard equipment and including batteries, lubricants at nominal capacity, and the weight of optional equipment that is expected to be installed on more than 33% of the vehicle line, but excluding the driver, passengers, and other payloads; incomplete light-duty trucks shall have the curb weight specified by the manufacturer.

2.2.2 BATTERY—A device that stores electrical energy chemically.

2.2.2.1 *Battery Ampere-Hour Capacity*—The capacity of a battery in ampere-hours obtained from a battery discharged at the manufacturer's recommended discharge rate such that a specified cut-off terminal voltage (see 2.2.2.5) is reached.

2.2.2.2 *State-of-Charge (SOC)*—The residual capacity in ampere-hours of a battery expressed as a percent of the battery ampere-hour capacity.

2.2.2.3 *Cut-Off Terminal Voltage*—The manufacturer-recommended minimum voltage as a function of load after which battery damage could occur.

2.2.3 START-OF-TEST—The point during a test at which the vehicle key switch is first placed in the "on" position, after following applicable manufacturer "starting" procedures.

2.2.4 END-OF-TEST—The point (in time and distance) at which the vehicle has been decelerated to a rest (zero velocity) condition after the appropriate test termination criteria have been met and the key switch is placed in the "off" position.

3. **Test Conditions and Instrumentation Common to All Tests**—The following conditions shall apply to all tests defined in this document unless otherwise stated in specific test procedures.

3.1 Condition of Vehicle

3.1.1 Vehicles shall be stabilized as determined by the manufacturer and shall have accumulated a minimum of 400 km (250 miles), but no more than 9978 km (6200 miles) on the Durability Driving Schedule as defined in 40 CFR Part 86, Appendix IV, Section (a) or an equivalent driving schedule.

3.1.2 Vehicle shall be tested with normal appendages (mirrors, bumpers, hub caps, etc.) for coastdown testing. Certain items (e.g., hub caps) may be removed where necessary for safety on the dynamometer. If any appendages are removed, the fact shall be noted.

SAE J1634 Revised JUN95

3.1.3 All accessories shall be turned off.

3.1.4 The vehicle shall be tested at loaded vehicle weight—curb weight plus 136 kg (300 lb).

NOTE—Trucks over 6000 lb GVW may be tested at curb weight plus one-half vehicle payload, defined as the adjusted loaded vehicle weight (ALVW).

3.1.5 Manufacturer's recommended tires shall be used. Tires shall be conditioned as recommended by the vehicle manufacturer and shall have accumulated a minimum of 100 km (62 miles) and have at least 50% of the original usable tread depth remaining. For dynamometer testing, tire pressures should be set at the beginning of the test at the pressure used to establish the dynamometer road load power setting (see SAE J1263 or SAE J2263/J2264, as applicable) and shall not exceed levels necessary for safe operation.

3.1.6 The lubricants normally specified by the manufacturer shall be used.

3.1.7 If the vehicle has a manual transmission, gears shall be shifted at the speed/load points reasonably expected to be followed by vehicles in use.

3.1.8 If the vehicle has regenerative braking, the regenerative braking system shall be enabled for all dynamometer testing, with the exception of coastdown testing (see 8.2.1). For dynamometer testing, regenerative braking shall be representative of regenerative braking on the road for the applicable driving cycle, and the methodology for matching road regeneration shall be described. An example is provided in Appendix A.

3.2 Condition of Battery

3.2.1 The battery shall have been aged with the vehicle as defined in 3.1.1, or equivalent conditioning. Test procedure #3, Constant Current Discharge Test Series, in the United States Advanced Battery Consortium EV Battery Test Procedures Manual may be used to condition the battery.

3.2.2 All batteries shall be cycled in accordance with the manufacturer's recommendations before starting testing. Battery ampere-hour capacity shall be verified to be within acceptable limits using the manufacturer's recommended procedure and shall be verified at least once following the completion of vehicle testing.

3.2.3 Full charge is to be established using manufacturer's recommended charging procedure and appropriate equipment.

3.3 Environmental Conditions

3.3.1 Temperature during vehicle and battery ambient soak/charge period shall be within the range of 20 to 30 °C (68 to 86 °F).

3.4 Dynamometer

3.4.1 Use of an electric dynamometer is preferred and recommended for electric vehicle testing. Electric dynamometers must have the capability of load adjustment at various vehicle speeds to allow for the simulation of on-road vehicle load versus speed characteristics. Hydrokinetic dynamometers may also be used.

SAE J1634 Revised JUN95

- 3.4.2 The dynamometer road load power settings shall be made based on SAE J1263 when using hydrokinetic dynamometers, or SAE J2263/J2264 when using electric dynamometers, as modified in Section 8. An alternate, but not preferred method, for hydrokinetic dynamometers only, is that the road load power setting using the frontal area method in 40 CFR 86.129-80, as detailed in Appendix B, may be used. If the vehicle is equipped with air conditioning, 10% (up to 1.4 hp) is to be added to the road load curve (or to the 80.5 km/h (50 mph) set point). This provision is consistent with the present EPA test procedure. If the EPA test procedure is revised, the method to account for air conditioning usage in this procedure should also be revised to be consistent with the new EPA method.
- 3.4.3 Four-wheel drive or all-wheel drive vehicles shall be tested on a four-wheel dynamometer if both sets of wheels are powered. Otherwise, four-wheel or all-wheel drive vehicles will be tested in a two-wheel drive mode of operation per 40 CFR 86.135-90 (i).
- 3.4.3.1 For four-wheel or all-wheel drive vehicles tested on a four-wheel drive dynamometer, the dynamometer inertia weight shall be selected with the nearest available inertia weight which equals or exceeds the loaded vehicle weight.
- 3.4.3.2 For four-wheel drive vehicles tested on a two-wheel drive dynamometer and for two-wheel drive vehicles, dynamometer inertia weight shall be selected with the nearest available inertia weight which equals or exceeds 1.015 times the loaded vehicle weight. The addition of the 1.5% is to account for rotating inertia, mainly the nondriven wheels, not accounted for under static conditions. The value of 1.015 may not be suitable for all vehicles. If an actual or estimated value for rotating inertia is known for the particular vehicle being tested, the more accurate value should be used.
- 3.4.4 During dynamometer operation, a fixed speed cooling fan shall be positioned so as to direct cooling air to the vehicle in a manner consistent with the accepted practices for simulating road conditions. The fan capacity in general shall not exceed 2.5 m³/s (5300 ft³/min), but auxiliary fans may be employed if needed to more closely duplicate on-road conditions.
- 3.4.5 If the dynamometer has not been operated during the 2 h period immediately preceding the test, it shall be warmed up for 15 min by operating it at 48 km/h (30 mph) using a nontest vehicle or as recommended by the dynamometer manufacturer.
- 3.5 Test Instrumentation**—This section provides a list of instruments which are required to perform the tests specified in this document. The overall error in recording or indicating instruments shall not exceed $\pm 2\%$ of full scale, except for distance measurements which must be $\pm 0.5\%$ of total distance traveled. Coastdown measurement instrument accuracy is described in SAE J1263 or SAE J2263/J2264, as applicable.
- 3.5.1 **GENERAL INSTRUMENTATION**—All instrumentation must be National Institute of Standards and Technology (NIST) traceable. The following classes of instruments are typical of those required for the tests outlined in this procedure. Instruments used should meet the minimum or equivalent requirements provided in 3.5.
- a. Ammeter
 - b. AC kilowatt-hour meter
 - c. DC wideband watt-hour meter or watt-time recorder (optional)
 - d. DC wideband watt meter (optional)
 - e. Vehicle speed versus time recorder
 - f. Distance versus time recorder
 - g. Tire pressure gauge
 - h. Ambient temperature versus time meter

SAE J1634 Revised JUN95

3.5.2 Wideband instruments (bandwidth of at least 10 times that of the maximum fundamental frequency) are required where pulsed power electronics are implemented. Any watt-hour meter using an integration technique shall have an integration period of less than 0.05 s so that short bursts of regeneration energy and current can be accommodated without causing integration errors.

3.5.3 The dynamometer shall measure vehicle speed and integrate distance accurate to 0.5% of maximum vehicle speed and 0.5% of actual distance.

4. Data to be Recorded for All Tests

4.1 General

4.1.1 Vehicle identification (manufacturer, model, year) and configuration (description of any nonstandard vehicle features; e.g., sunroof, oversize exterior mirrors, etc.).

4.1.2 Vehicle accumulated mileage at the start and end of test.

4.1.3 Curb weight and test weight.

4.1.4 BATTERY

- a. Manufacturer
- b. Type
- c. Nominal capacity rating
- d. Previous history of the battery, including chronological age, number and nature of charge/discharge cycles, description of the last discharge and recharge processes (including a description of the charging system utilized if not supplied by the vehicle manufacturer), and a brief description of known adverse usage conditions.
- e. State-of-charge (A-hr) of the battery at the start-of-test using the definition in 2.2.2.2.

4.1.5 Motor type and rating.

4.1.6 Motor controller type.

4.1.7 Overall drivetrain ratio(s), and drivetrain ratio(s) used during test, and vehicle speed at shift points if manual transmission.

4.1.8 Tire manufacturer, design, size, and pressures at start-of-test.

4.1.9 Range of ambient temperature during test.

4.1.10 Soak and charge duration.

4.1.11 Date and starting and ending times of test.

4.1.12 List of all instrumentation used in test (manufacturer, model no., serial no.) and the last calibration date of the instruments (where applicable).

4.1.13 The method used for the battery verification test and the results obtained.

SAE J1634 Revised JUN95

4.1.14 Any deviation from test procedure and reason for deviation.

4.2 Dynamometer Data

4.2.1 Description of dynamometer used (including drum or roll diameter, number of rolls, distance between roll axes, if applicable, and method of vehicle restraint).

4.2.2 Dynamometer road load power set points or equation.

4.2.3 Dynamometer inertia weight setting.

4.2.4 Actual miles driven for each test cycle.

5. Test Cycles—The test cycles provided are the United States Environmental Protection Agency (EPA) UDDS and the HFEDS driving schedules.

5.1 UDDS—The UDDS driving schedule is described in Table 1 and represents city driving. It consists of a series of non-repetitive idle, acceleration, cruise, and deceleration modes of various time sequences and rates. The UDDS has a duration of 1372 s and is 12 km (7.45 miles) long with an average speed of 31.5 km/h (19.6 mph) and a maximum speed of 91.2 km/h (56.7 mph).

5.2 HFEDS—The HFEDS driving schedule is described in Table 2 and represents highway driving. A single HFEDS schedule is 764 s in duration and is 16.4 km (10.2 miles) long. The average speed is 77.8 km/h (48.3 mph) with a maximum speed of 96.4 km/h (59.9 mph).

5.3 Speed Tolerance—The speed tolerance at any given time on the UDDS and HFEDS driving schedules is defined by the upper and lower limits as described in 40 CFR part 86.115-78 and Appendix A. The upper limit is 3.2 km/h (2 mph) higher than the highest point on the trace within 1 s of the given time. The lower limit is 3.2 km/h (2 mph) lower than the lowest point on the trace within 1 s of the given time. Speed variations greater than the tolerances (which may occur during gear changes) are acceptable provided they occur for less than 2 s on any occasion. For the energy consumption tests, speeds lower than those prescribed are acceptable provided the vehicle is operated at maximum available power during such occurrences. The test should be voided and rerun if the vehicle speed does not fall within the required tolerances. For the range tests, speeds lower than those prescribed should be evaluated against the test termination criteria in Section 7 to determine if the test should continue or if the range test is to be terminated.

6. Vehicle Energy Consumption When Operated on Selected Driving Patterns

6.1 Purpose of Test—The purpose of this test is to determine the energy consumed by a test vehicle when operated on a dynamometer over repeatable driving cycles. It is the intent of this section to provide standard procedures for testing EVs so that the performance can be compared when operated over fixed driving patterns. Although three test sequences can be performed (UDDS, HFEDS, or a combination of the UDDS and HFEDS test cycles), not all of the test cycles need to be performed.

SAE J1634 Revised JUN95

TABLE 1—URBAN DRIVING SCHEDULE

Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)
0	0.0	0.0	40	24.0	14.9	80	41.4	25.7	120	24.8	15.4	160	0.0	0.0
1	0.0	0.0	41	24.9	15.2	81	42.0	26.1	121	19.5	12.1	161	0.0	0.0
2	0.0	0.0	42	24.9	15.5	82	43.0	26.7	122	14.2	8.8	162	0.0	0.0
3	0.0	0.0	43	25.7	16.0	83	44.3	27.5	123	8.9	5.5	163	0.0	0.0
4	0.0	0.0	44	27.5	17.1	84	46.0	28.6	124	3.5	2.2	164	5.3	3.3
5	0.0	0.0	45	30.7	19.1	85	47.2	29.3	125	0.0	0.0	165	10.6	6.6
6	0.0	0.0	46	34.0	21.1	86	48.0	29.8	126	0.0	0.0	166	15.9	9.9
7	0.0	0.0	47	36.5	22.7	87	48.4	30.1	127	0.0	0.0	167	21.2	13.2
8	0.0	0.0	48	36.9	22.9	88	48.9	30.4	128	0.0	0.0	168	26.6	16.5
9	0.0	0.0	49	36.5	22.7	89	49.4	30.7	129	0.0	0.0	169	31.9	19.8
10	0.0	0.0	50	36.4	22.6	90	49.4	30.7	130	0.0	0.0	170	35.7	22.2
11	0.0	0.0	51	34.3	21.3	91	49.1	30.5	131	0.0	0.0	171	39.1	24.3
12	0.0	0.0	52	30.6	19.0	92	48.9	30.4	132	0.0	0.0	172	41.5	25.8
13	0.0	0.0	53	27.5	17.1	93	48.8	30.3	133	0.0	0.0	173	42.5	26.4
14	0.0	0.0	54	25.4	15.8	94	48.9	30.4	134	0.0	0.0	174	41.4	25.7
15	0.0	0.0	55	25.4	15.8	95	49.6	30.8	135	0.0	0.0	175	40.4	25.1
16	0.0	0.0	56	28.5	17.7	96	48.9	30.4	136	0.0	0.0	176	39.8	24.7
17	0.0	0.0	57	31.9	19.8	97	48.1	29.9	137	0.0	0.0	177	40.2	25.0
18	0.0	0.0	58	34.8	21.6	98	47.5	29.5	138	0.0	0.0	178	40.6	25.2
19	0.0	0.0	59	37.3	23.2	99	48.0	29.8	139	0.0	0.0	179	40.9	25.4
20	0.0	0.0	60	38.9	24.2	100	48.8	30.3	140	0.0	0.0	180	41.5	25.8
21	4.8	3.0	61	39.6	24.6	101	49.4	30.7	141	0.0	0.0	181	43.8	27.2
22	9.5	5.9	62	40.1	24.9	102	49.7	30.9	142	0.0	0.0	182	42.6	26.5
23	13.8	8.6	63	40.2	25.0	103	49.9	31.0	143	0.0	0.0	183	38.6	24.0
24	18.5	11.5	64	39.6	24.6	104	49.7	30.9	144	0.0	0.0	184	36.5	22.7
25	23.0	14.3	65	39.4	24.5	105	48.9	30.4	145	0.0	0.0	185	31.2	19.4
26	27.2	16.9	66	39.8	24.7	106	48.0	29.8	146	0.0	0.0	186	28.5	17.7
27	27.8	17.3	67	39.9	24.8	107	48.1	29.9	147	0.0	0.0	187	27.7	17.2
28	29.1	18.1	68	39.8	24.7	108	48.6	30.2	148	0.0	0.0	188	29.1	18.1
29	33.3	20.7	69	39.6	24.6	109	49.4	30.7	149	0.0	0.0	189	29.9	18.6
30	34.9	21.7	70	39.6	24.6	110	50.2	31.2	150	0.0	0.0	190	32.2	20.0
31	36.0	22.4	71	40.4	25.1	111	51.2	31.8	151	0.0	0.0	191	35.7	22.2
32	36.2	22.5	72	41.2	25.6	112	51.8	32.2	152	0.0	0.0	192	39.4	24.5
33	35.6	22.1	73	41.4	25.7	113	52.1	32.4	153	0.0	0.0	193	43.9	27.3
34	34.8	21.5	74	40.9	25.4	114	51.8	32.2	154	0.0	0.0	194	49.1	30.5
35	33.6	20.9	75	40.1	24.9	115	51.0	31.7	155	0.0	0.0	195	53.9	33.5
36	32.8	20.4	76	40.2	25.0	116	48.0	28.6	156	0.0	0.0	196	58.3	36.2
37	31.9	19.8	77	40.9	25.4	117	40.7	25.3	157	0.0	0.0	197	60.0	37.3
38	27.4	17.0	78	41.8	26.0	118	35.4	22.0	158	0.0	0.0	198	63.2	39.3
39	24.0	14.9	79	41.8	26.0	119	30.1	18.7	159	0.0	0.0	199	65.2	40.5
200	67.8	42.1	200	67.8	42.1	200	67.8	42.1	200	67.8	42.1	200	67.8	42.1
210	75.6	47.0	210	75.6	47.0	210	75.6	47.0	210	75.6	47.0	210	75.6	47.0
220	80.5	50.0	220	80.5	50.0	220	80.5	50.0	220	80.5	50.0	220	80.5	50.0
230	88.4	54.9	230	88.4	54.9	230	88.4	54.9	230	88.4	54.9	230	88.4	54.9
240	96.3	59.8	240	96.3	59.8	240	96.3	59.8	240	96.3	59.8	240	96.3	59.8
250	104.2	64.7	250	104.2	64.7	250	104.2	64.7	250	104.2	64.7	250	104.2	64.7
260	112.1	69.6	260	112.1	69.6	260	112.1	69.6	260	112.1	69.6	260	112.1	69.6
270	120.0	74.5	270	120.0	74.5	270	120.0	74.5	270	120.0	74.5	270	120.0	74.5
280	127.9	79.4	280	127.9	79.4	280	127.9	79.4	280	127.9	79.4	280	127.9	79.4
290	135.8	84.3	290	135.8	84.3	290	135.8	84.3	290	135.8	84.3	290	135.8	84.3
300	143.7	89.2	300	143.7	89.2	300	143.7	89.2	300	143.7	89.2	300	143.7	89.2
310	151.6	94.1	310	151.6	94.1	310	151.6	94.1	310	151.6	94.1	310	151.6	94.1
320	159.5	99.0	320	159.5	99.0	320	159.5	99.0	320	159.5	99.0	320	159.5	99.0
330	167.4	103.9	330	167.4	103.9	330	167.4	103.9	330	167.4	103.9	330	167.4	103.9
340	175.3	108.8	340	175.3	108.8	340	175.3	108.8	340	175.3	108.8	340	175.3	108.8
350	183.2	113.7	350	183.2	113.7	350	183.2	113.7	350	183.2	113.7	350	183.2	113.7
360	191.1	118.6	360	191.1	118.6	360	191.1	118.6	360	191.1	118.6	360	191.1	118.6
370	199.0	123.5	370	199.0	123.5	370	199.0	123.5	370	199.0	123.5	370	199.0	123.5
380	206.9	128.4	380	206.9	128.4	380	206.9	128.4	380	206.9	128.4	380	206.9	128.4
390	214.8	133.3	390	214.8	133.3	390	214.8	133.3	390	214.8	133.3	390	214.8	133.3

SAE J1634 Revised JUN95

TABLE 1—URBAN DRIVING SCHEDULE (CONTINUED)

Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)
240	91.2	56.7	280	89.5	55.6	320	44.3	27.5	360	49.6	30.8	400	0.0	0.0	440	0.0	0.0
241	91.2	56.7	281	90.1	56.0	321	39.9	24.8	361	50.9	31.6	401	0.0	0.0	441	0.0	0.0
242	90.9	56.5	282	90.1	56.0	322	34.6	21.5	362	51.7	32.1	402	0.0	0.0	442	0.0	0.0
243	90.9	56.5	283	89.8	55.8	323	32.3	20.1	363	52.8	32.8	403	4.2	2.6	443	0.0	0.0
244	90.9	56.5	284	88.8	55.2	324	30.7	19.1	364	54.1	33.8	404	9.5	5.9	444	0.0	0.0
245	90.9	56.5	285	87.7	54.5	325	29.8	18.5	365	55.5	34.5	405	14.8	9.2	445	0.0	0.0
246	90.9	56.5	286	86.3	53.6	326	27.4	17.0	366	56.7	34.6	406	20.1	12.5	446	0.0	0.0
247	90.9	56.5	287	84.5	52.5	327	24.9	15.5	367	58.2	34.9	407	25.4	15.8	447	0.0	0.0
248	90.8	56.4	288	82.9	51.5	328	20.1	12.5	368	58.0	34.8	408	30.7	19.1	448	5.3	3.3
249	90.3	56.1	289	82.9	51.5	329	17.4	10.8	369	55.5	34.5	409	36.0	22.4	449	10.6	6.6
250	89.8	55.8	290	82.9	51.5	330	12.9	8.0	370	55.8	34.7	410	40.2	25.0	450	15.9	9.9
251	88.7	55.1	291	82.2	51.1	331	7.6	4.7	371	57.1	35.5	411	41.2	25.6	451	21.2	13.2
252	87.9	54.6	292	80.6	50.1	332	2.3	1.4	372	57.9	36.0	412	44.3	27.5	452	26.6	16.5
253	87.2	54.2	293	80.5	50.0	333	0.0	0.0	373	57.9	36.0	413	46.7	29.0	453	31.9	19.8
254	86.9	54.0	294	80.6	50.1	334	0.0	0.0	374	57.9	36.0	414	48.3	30.0	454	37.2	23.1
255	86.4	53.7	295	80.5	50.0	335	0.0	0.0	375	57.9	36.0	415	48.3	30.1	455	42.5	26.4
256	86.3	53.6	296	79.8	49.6	336	0.0	0.0	376	57.9	36.0	416	48.3	30.0	456	44.7	27.8
257	86.7	53.9	297	79.7	49.5	337	0.0	0.0	377	57.9	36.0	417	47.8	29.7	457	46.8	29.1
258	86.9	54.0	298	79.7	49.5	338	0.0	0.0	378	58.1	36.1	418	47.2	29.3	458	50.7	31.5
259	87.1	54.1	299	79.7	49.5	339	0.0	0.0	379	58.6	36.4	419	46.3	28.8	459	53.1	33.0
260	87.1	54.1	300	79.0	49.1	340	0.0	0.0	380	58.7	36.5	420	45.1	28.0	460	54.1	33.6
261	86.6	53.8	301	78.2	48.6	341	0.0	0.0	381	58.6	36.4	421	40.2	25.0	461	56.0	34.8
262	85.9	53.4	302	77.4	48.1	342	0.0	0.0	382	57.9	36.0	422	34.9	21.7	462	56.5	35.1
263	85.3	53.0	303	76.0	47.2	343	0.0	0.0	383	56.5	35.1	423	29.6	18.4	463	57.3	35.6
264	84.7	52.6	304	74.2	46.1	344	0.0	0.0	384	54.9	34.1	424	24.3	15.1	464	58.1	36.1
265	83.8	52.1	305	72.4	45.0	345	0.0	0.0	385	53.9	33.5	425	19.0	11.8	465	57.9	36.0
266	84.3	52.4	306	70.5	43.8	346	0.0	0.0	386	50.5	31.4	426	13.7	8.5	466	58.1	36.1
267	83.7	52.0	307	68.6	42.6	347	1.6	1.0	387	46.7	29.0	427	8.4	5.2	467	58.3	36.2
268	83.5	51.9	308	66.8	41.5	348	6.9	4.3	388	41.4	25.7	428	3.1	1.9	468	57.9	36.0
269	83.2	51.7	309	64.9	40.3	349	12.2	7.6	389	37.0	23.0	429	0.0	0.0	469	57.5	35.7
270	82.9	51.5	310	62.0	38.5	350	17.5	10.9	390	32.7	20.3	430	0.0	0.0	470	57.9	36.0
271	83.0	51.6	311	59.5	37.0	351	22.9	14.2	391	28.2	17.5	431	0.0	0.0	471	57.9	36.0
272	83.4	51.8	312	56.8	35.2	352	27.8	17.3	392	23.3	14.5	432	0.0	0.0	472	57.3	35.6
273	83.8	52.1	313	54.4	33.8	353	32.2	20.0	393	19.3	12.0	433	0.0	0.0	473	57.1	35.5
274	84.5	52.5	314	52.3	32.5	354	36.2	22.5	394	14.0	8.7	434	0.0	0.0	474	57.0	35.4
275	85.3	53.0	315	50.7	31.5	355	38.1	23.7	395	8.7	5.4	435	0.0	0.0	475	56.6	35.2
276	86.1	53.5	316	49.2	30.6	356	40.8	25.2	396	3.4	2.1	436	0.0	0.0	476	56.6	35.2
277	86.9	54.0	317	49.1	30.5	357	42.8	26.6	397	0.0	0.0	437	0.0	0.0	477	56.6	35.2
278	88.4	54.9	318	48.3	30.0	358	45.2	28.1	398	0.0	0.0	438	0.0	0.0	478	56.8	35.2
279	89.2	55.4	319	46.7	29.0	359	48.3	30.0	399	0.0	0.0	439	0.0	0.0	479	56.6	35.2

SAE J1634 Revised JUN95

TABLE 1—URBAN DRIVING SCHEDULE (CONTINUED)

Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)
480	56.6	35.2	520	25.7	16.0	600	34.8	21.6	680	0.0	0.0	700	21.7	13.5
481	56.3	35.0	521	28.5	17.7	601	35.4	22.0	681	0.0	0.0	701	23.5	14.6
482	56.5	35.1	522	30.6	19.0	602	36.0	22.4	682	0.0	0.0	702	26.4	16.4
483	56.6	35.2	523	32.3	20.1	603	36.2	22.5	683	0.0	0.0	703	26.9	16.7
484	57.1	35.5	524	33.8	21.0	604	36.2	22.5	684	0.0	0.0	704	26.6	16.5
485	56.6	35.2	525	35.4	22.0	605	36.2	22.5	685	0.0	0.0	705	26.6	16.5
486	56.3	35.0	526	37.0	23.0	606	36.5	22.7	686	0.0	0.0	706	29.3	18.2
487	56.3	35.0	527	38.3	23.8	607	38.1	23.7	687	0.0	0.0	707	30.9	19.2
488	56.3	35.0	528	39.4	24.5	608	40.4	25.1	688	0.0	0.0	708	32.3	20.1
489	56.0	34.8	529	40.1	24.9	609	41.8	26.0	689	0.0	0.0	709	34.6	21.5
490	55.7	34.6	530	40.2	25.0	610	42.6	26.5	690	0.0	0.0	710	36.2	22.5
491	55.5	34.5	531	40.2	25.0	611	43.5	27.0	691	0.0	0.0	711	36.2	22.5
492	53.9	33.5	532	40.2	25.0	612	42.0	26.1	692	0.0	0.0	712	35.6	22.1
493	51.5	32.0	533	40.2	25.0	613	36.7	22.8	693	0.0	0.0	713	36.5	22.7
494	48.4	30.1	534	40.2	25.0	614	31.4	19.5	694	2.3	1.4	714	37.5	23.3
495	45.1	28.0	535	40.2	25.0	615	31.4	19.5	695	5.3	3.3	715	37.8	23.5
496	41.0	25.5	536	41.2	25.6	616	20.8	12.9	696	7.1	4.4	716	36.2	22.5
497	36.2	22.5	537	41.5	25.8	617	15.4	9.6	697	10.5	6.5	717	34.8	21.6
498	31.9	19.8	538	41.8	26.0	618	10.1	6.3	698	14.8	9.2	718	33.0	20.5
499	26.6	16.5	539	41.2	25.6	619	4.8	3.0	699	18.2	11.3	719	29.0	18.0
500	21.2	13.2	540	40.6	25.2	620	0.0	0.0	700	21.7	13.5	720	25.5	15.8
501	16.6	10.3	541	40.2	25.0	621	0.0	0.0	701	23.5	14.6	721	26.0	16.1
502	11.6	7.2	542	40.2	25.0	622	0.0	0.0	702	26.4	16.4	722	26.2	16.2
503	6.4	4.0	543	40.2	25.0	623	0.0	0.0	703	26.9	16.7	723	26.2	16.2
504	1.6	1.0	544	39.3	24.4	624	0.0	0.0	704	26.6	16.5	724	26.2	16.2
505	0.0	0.0	545	37.2	23.1	625	0.0	0.0	705	26.6	16.5	725	26.2	16.2
506	0.0	0.0	546	31.9	19.8	626	0.0	0.0	706	26.6	16.5	726	26.2	16.2
507	0.0	0.0	547	26.6	16.5	627	0.0	0.0	707	26.6	16.5	727	26.2	16.2
508	0.0	0.0	548	21.2	13.2	628	0.0	0.0	708	26.6	16.5	728	26.2	16.2
509	0.0	0.0	549	15.9	9.9	629	0.0	0.0	709	26.6	16.5	729	26.2	16.2
510	0.0	0.0	550	10.6	6.6	630	0.0	0.0	710	26.6	16.5	730	26.2	16.2
511	1.9	1.2	551	5.3	3.3	631	0.0	0.0	711	26.6	16.5	731	26.2	16.2
512	5.6	3.5	552	0.0	0.0	632	0.0	0.0	712	26.6	16.5	732	26.2	16.2
513	8.9	5.5	553	0.0	0.0	633	0.0	0.0	713	26.6	16.5	733	26.2	16.2
514	10.5	6.5	554	0.0	0.0	634	0.0	0.0	714	26.6	16.5	734	26.2	16.2
515	13.7	8.5	555	0.0	0.0	635	0.0	0.0	715	26.6	16.5	735	26.2	16.2
516	15.4	9.6	556	0.0	0.0	636	0.0	0.0	716	26.6	16.5	736	26.2	16.2
517	16.9	10.5	557	0.0	0.0	637	0.0	0.0	717	26.6	16.5	737	26.2	16.2
518	19.2	11.9	558	0.0	0.0	638	0.0	0.0	718	26.6	16.5	738	26.2	16.2
519	22.5	14.0	559	0.0	0.0	639	0.0	0.0	719	26.6	16.5	739	26.2	16.2

SAE J1634 Revised JUN95

TABLE 1—URBAN DRIVING SCHEDULE (CONTINUED)

Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)
720	24.1	15.0	780	15.1	9.4	800	45.1	28.0	840	30.9	19.2	880	46.8	28.1	920	36.4	22.6
721	19.3	12.0	761	10.0	6.2	801	45.9	28.5	841	30.9	19.2	881	46.7	28.0	921	37.7	23.4
722	14.5	9.0	762	4.8	3.0	802	46.3	30.0	842	32.3	20.1	882	46.5	28.9	922	36.6	24.0
723	10.0	6.2	763	2.4	1.5	803	49.9	31.0	843	33.6	20.9	883	45.9	28.5	923	36.9	24.2
724	7.2	4.5	764	2.4	1.5	804	51.5	32.0	844	34.4	21.4	884	45.2	28.1	924	39.3	24.4
725	4.8	3.0	765	0.8	0.5	805	53.1	33.0	845	35.4	22.0	885	45.1	28.0	925	40.1	24.9
726	3.4	2.1	766	0.0	0.0	806	53.1	33.0	846	36.4	22.6	886	45.1	28.0	926	40.4	25.1
727	0.8	0.5	767	4.8	3.0	807	54.1	33.8	847	37.3	23.2	887	44.4	27.6	927	40.6	25.2
728	0.8	0.5	768	10.1	6.3	808	54.7	34.0	848	38.6	24.0	888	43.8	27.2	928	40.7	25.3
729	5.1	3.2	769	15.4	9.6	809	55.2	34.3	849	40.2	25.0	889	42.8	26.6	929	41.0	25.5
730	10.5	6.5	770	20.8	12.9	810	55.0	34.2	850	41.8	26.0	890	43.5	27.0	930	40.6	25.2
731	15.4	9.6	771	25.4	15.8	811	54.7	34.0	851	42.8	26.6	891	44.3	27.5	931	40.2	25.0
732	20.1	12.5	772	28.2	17.5	812	54.7	34.0	852	42.8	26.6	892	44.7	27.8	932	40.2	25.0
733	22.5	14.0	773	29.6	18.4	813	54.6	33.9	853	43.1	26.8	893	45.1	28.0	933	40.2	25.0
734	25.7	16.0	774	31.4	19.5	814	54.1	33.6	854	43.5	27.0	894	44.7	27.8	934	39.8	24.7
735	29.0	18.0	775	33.3	20.7	815	53.3	33.1	855	43.8	27.2	895	45.1	28.0	935	38.4	24.5
736	31.5	19.8	776	35.4	22.0	816	53.1	33.0	856	44.7	27.8	896	45.1	28.0	936	38.1	24.3
737	34.6	21.5	777	37.3	23.2	817	52.3	32.5	857	45.2	28.1	897	45.1	28.0	937	39.1	24.3
738	37.2	23.1	778	40.2	25.0	818	51.5	32.0	858	46.3	28.8	898	44.6	27.7	938	39.4	24.5
739	39.4	24.5	779	42.6	26.5	819	51.3	31.9	859	46.5	28.9	899	44.1	27.4	939	40.2	25.0
740	41.0	25.5	780	44.3	27.5	820	50.9	31.6	860	46.7	29.0	900	43.3	26.9	940	40.2	25.0
741	42.6	26.5	781	45.1	28.0	821	50.7	31.5	861	46.8	29.1	901	42.8	26.6	941	39.6	24.6
742	43.6	27.1	782	45.5	28.3	822	49.2	30.6	862	46.7	29.0	902	42.6	26.5	942	39.6	24.6
743	44.4	27.6	783	46.5	28.9	823	48.3	30.0	863	45.2	28.1	903	42.6	26.5	943	38.8	24.1
744	44.9	27.9	784	46.5	28.9	824	48.1	29.9	864	44.3	27.5	904	42.6	26.5	944	39.4	24.5
745	45.5	28.3	785	46.5	28.9	825	48.1	29.9	865	43.5	27.0	905	42.3	26.3	945	40.4	25.1
746	46.0	28.6	786	46.3	28.8	826	48.1	29.9	866	41.5	25.8	906	42.2	26.2	946	41.2	25.6
747	46.0	28.6	787	45.9	28.5	827	48.1	29.9	867	40.2	25.0	907	42.2	26.2	947	40.4	25.1
748	45.5	28.3	788	45.5	28.3	828	47.6	29.6	868	39.4	24.5	908	41.7	25.9	948	38.6	24.0
749	45.4	28.2	789	45.5	28.3	829	47.5	29.5	869	39.9	24.8	909	41.2	25.6	949	35.4	22.0
750	45.1	28.0	790	45.5	28.3	830	47.5	29.5	870	40.4	25.1	910	41.2	25.6	950	32.3	20.1
751	44.3	27.5	791	45.4	28.2	831	47.2	29.3	871	41.0	25.5	911	41.7	25.9	951	27.2	16.9
752	43.1	26.8	792	44.4	27.6	832	46.5	28.9	872	41.4	25.7	912	41.5	25.8	952	21.9	13.6
753	41.0	25.5	793	44.3	27.5	833	45.4	28.2	873	42.2	26.2	913	41.0	25.5	953	16.8	10.3
754	37.8	23.5	794	44.3	27.5	834	44.6	27.7	874	43.3	26.9	914	39.6	24.6	954	11.3	7.0
755	34.6	21.5	795	44.3	27.5	835	43.5	27.0	875	44.3	27.5	915	37.8	23.5	955	6.0	3.7
756	30.6	19.0	796	44.3	27.5	836	41.0	25.5	876	44.7	27.8	916	35.7	22.2	956	0.8	0.4
757	26.6	16.5	797	44.3	27.5	837	38.1	23.7	877	45.7	28.4	917	34.9	21.6	957	0.0	0.0
758	24.0	14.9	798	44.3	27.5	838	35.4	22.0	878	46.7	29.0	918	34.8	21.6	958	0.0	0.0
759	20.1	12.5	799	44.4	27.6	839	33.0	20.5	879	47.0	29.2	919	34.9	21.7	959	0.0	0.0

SAE J1634 Revised JUN95

TABLE 1—URBAN DRIVING SCHEDULE (CONTINUED)

Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)
960	3.2	2.0	1000	37.8	23.5	1040	0.0	0.0	1080	29.0	18.0	1120	38.3	23.8	1160	0.0	0.0
961	8.5	5.3	1001	38.6	24.0	1041	0.0	0.0	1081	24.1	15.0	1121	39.4	24.5	1161	0.0	0.0
962	13.8	8.6	1002	39.6	24.6	1042	0.0	0.0	1082	19.8	12.3	1122	40.2	25.0	1162	0.0	0.0
963	19.2	11.9	1003	39.9	24.8	1043	0.0	0.0	1083	17.9	11.1	1123	40.1	24.9	1163	0.0	0.0
964	24.2	15.2	1004	40.4	25.1	1044	0.0	0.0	1084	17.1	10.6	1124	39.9	24.8	1164	0.0	0.0
965	28.2	17.5	1005	41.0	25.5	1045	0.0	0.0	1085	16.1	10.0	1125	40.2	25.0	1165	0.0	0.0
966	29.9	18.6	1006	41.2	25.6	1046	0.0	0.0	1086	15.3	9.5	1126	40.9	25.4	1166	0.0	0.0
967	32.2	20.0	1007	41.0	25.5	1047	0.0	0.0	1087	14.6	9.1	1127	41.5	25.8	1167	0.0	0.0
968	34.0	21.1	1008	40.2	25.0	1048	0.0	0.0	1088	14.0	8.7	1128	41.8	26.0	1168	0.0	0.0
969	35.4	22.0	1009	38.8	24.1	1049	0.0	0.0	1089	13.8	8.6	1129	42.5	26.4	1169	3.4	2.1
970	37.0	23.0	1010	38.1	23.7	1050	0.0	0.0	1090	14.2	8.8	1130	42.8	26.6	1170	8.7	5.4
971	39.4	24.5	1011	37.3	23.2	1051	0.0	0.0	1091	14.5	9.0	1131	43.3	26.9	1171	14.0	8.7
972	42.3	26.3	1012	36.9	22.9	1052	0.0	0.0	1092	14.0	8.7	1132	43.5	27.0	1172	19.3	12.0
973	44.3	27.5	1013	36.2	22.5	1053	1.9	1.2	1093	13.8	8.6	1133	43.5	27.0	1173	24.8	15.3
974	45.2	28.1	1014	35.4	22.0	1054	6.4	4.0	1094	12.9	8.0	1134	43.5	27.0	1174	29.9	18.6
975	45.7	28.4	1015	34.8	21.6	1055	11.7	7.3	1095	11.3	7.0	1135	43.3	26.9	1175	34.0	21.1
976	45.9	28.5	1016	33.0	20.5	1056	17.1	10.6	1096	8.0	5.0	1136	43.1	26.8	1176	37.0	23.0
977	45.9	28.5	1017	28.2	17.5	1057	22.4	13.9	1097	6.8	4.2	1137	43.1	26.8	1177	37.8	23.5
978	45.9	28.5	1018	22.9	14.2	1058	27.4	17.0	1098	4.2	2.6	1138	42.6	26.5	1178	37.0	23.0
979	44.6	27.7	1019	17.5	10.9	1059	29.8	18.5	1099	1.6	1.0	1139	42.5	26.4	1179	36.2	22.5
980	44.3	27.5	1020	12.2	7.6	1060	32.2	20.0	1100	0.0	0.0	1140	41.8	26.0	1180	32.2	20.0
981	43.8	27.2	1021	6.9	4.3	1061	35.1	21.8	1101	0.2	0.1	1141	41.0	25.5	1181	26.9	16.7
982	43.1	26.8	1022	1.6	1.0	1062	37.0	23.0	1102	1.0	0.6	1142	39.6	24.8	1182	21.6	13.4
983	42.6	26.5	1023	0.0	0.0	1063	38.6	24.0	1103	2.6	1.6	1143	37.8	23.5	1183	16.3	10.1
984	41.8	26.0	1024	0.0	0.0	1064	39.9	24.8	1104	5.8	3.6	1144	34.6	21.5	1184	10.9	6.8
985	41.4	25.7	1025	0.0	0.0	1065	41.2	25.8	1105	11.1	6.9	1145	32.2	20.0	1185	5.6	3.5
986	40.6	25.2	1026	0.0	0.0	1066	42.6	26.5	1106	16.1	10.0	1146	28.2	17.5	1186	0.3	0.2
987	38.6	24.0	1027	0.0	0.0	1067	43.1	26.8	1107	20.6	12.9	1147	25.7	16.0	1187	0.0	0.0
988	35.4	22.0	1028	0.0	0.0	1068	44.1	27.4	1108	22.5	14.0	1148	22.5	14.0	1188	0.0	0.0
989	34.6	21.5	1029	0.0	0.0	1069	44.9	27.9	1109	23.3	14.5	1149	17.2	10.7	1189	0.0	0.0
990	34.6	21.5	1030	0.0	0.0	1070	45.5	28.3	1110	25.7	16.0	1150	11.9	7.4	1190	0.0	0.0
991	35.1	21.8	1031	0.0	0.0	1071	45.1	28.0	1111	28.1	18.1	1151	6.6	4.1	1191	0.0	0.0
992	36.2	22.5	1032	0.0	0.0	1072	44.3	27.5	1112	32.2	20.0	1152	1.3	0.8	1192	0.0	0.0
993	37.0	23.0	1033	0.0	0.0	1073	43.5	27.0	1113	33.8	21.0	1153	0.0	0.0	1193	0.0	0.0
994	36.7	22.8	1034	0.0	0.0	1074	43.5	27.0	1114	34.1	21.2	1154	0.0	0.0	1194	0.0	0.0
995	36.7	22.8	1035	0.0	0.0	1075	42.3	26.3	1115	34.3	21.3	1155	0.0	0.0	1195	0.0	0.0
996	37.0	23.0	1036	0.0	0.0	1076	39.4	24.5	1116	34.4	21.4	1156	0.0	0.0	1196	0.0	0.0
997	36.5	22.7	1037	0.0	0.0	1077	36.2	22.5	1117	34.9	21.7	1157	0.0	0.0	1197	0.3	0.2
998	36.5	22.7	1038	0.0	0.0	1078	34.6	21.5	1118	36.2	22.5	1158	0.0	0.0	1198	2.4	1.5
999	36.5	22.7	1039	0.0	0.0	1079	33.2	20.6	1119	37.0	23.0	1159	0.0	0.0	1199	5.6	3.5

SAE J1634 Revised JUN95

TABLE 1—URBAN DRIVING SCHEDULE (CONTINUED)

Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)
1200	10.5	6.5	1240	9.7	6.0	1280	39.4	24.5	1320	0.0	0.0
1201	15.8	9.8	1241	6.4	4.0	1281	37.8	23.5	1321	0.0	0.0
1202	19.3	12.0	1242	4.0	2.5	1282	37.8	23.5	1322	0.0	0.0
1203	20.8	12.9	1243	1.1	0.7	1283	37.8	23.5	1323	0.0	0.0
1204	20.9	13.0	1244	0.0	0.0	1284	37.8	23.5	1324	0.0	0.0
1205	20.3	12.6	1245	0.0	0.0	1285	37.8	23.5	1325	0.0	0.0
1206	20.6	12.8	1246	0.0	0.0	1286	37.8	23.5	1326	0.0	0.0
1207	21.1	13.1	1247	0.0	0.0	1287	37.8	23.5	1327	0.0	0.0
1208	21.1	13.1	1248	0.0	0.0	1288	38.6	24.0	1328	0.0	0.0
1209	22.5	14.0	1249	0.0	0.0	1289	38.6	24.1	1329	0.0	0.0
1210	24.9	15.5	1250	0.0	0.0	1290	39.4	24.5	1330	0.0	0.0
1211	27.4	17.0	1251	0.0	0.0	1291	39.8	24.7	1331	0.0	0.0
1212	29.9	18.6	1252	1.6	1.0	1292	40.2	25.0	1332	0.0	0.0
1213	31.7	19.7	1253	1.6	1.0	1293	40.9	25.4	1333	0.0	0.0
1214	33.8	21.0	1254	1.6	1.0	1294	41.2	25.6	1334	0.0	0.0
1215	34.6	21.5	1255	1.6	1.0	1295	41.4	25.7	1335	0.0	0.0
1216	35.1	21.8	1256	1.6	1.0	1296	41.8	26.0	1336	0.0	0.0
1217	35.1	21.8	1257	2.6	1.6	1297	42.2	26.2	1337	0.0	0.0
1218	34.6	21.5	1258	4.8	3.0	1298	43.5	27.0	1338	2.4	1.5
1219	34.1	21.2	1259	6.4	4.0	1299	44.7	27.8	1339	7.7	4.8
1220	34.6	21.5	1260	8.0	5.0	1300	45.5	28.3	1340	13.0	8.1
1221	35.1	21.8	1261	10.1	6.3	1301	46.7	29.0	1341	18.3	11.4
1222	35.4	22.0	1262	12.9	8.0	1302	46.8	29.1	1342	21.2	13.2
1223	35.2	21.9	1263	16.1	10.0	1303	46.7	29.0	1343	24.3	15.1
1224	34.9	21.7	1264	16.9	10.5	1304	45.1	28.0	1344	27.0	16.8
1225	34.6	21.5	1265	15.3	9.5	1305	39.8	24.7	1345	29.5	18.3
1226	34.6	21.5	1266	13.7	8.5	1306	34.4	21.4	1346	31.4	19.5
1227	34.4	21.4	1267	12.2	7.6	1307	29.1	18.1	1347	32.7	20.3
1228	32.3	20.1	1268	14.2	8.8	1308	23.8	14.8	1348	34.3	21.3
1229	31.4	19.5	1269	17.7	11.0	1309	18.5	11.5	1349	35.2	21.9
1230	30.9	19.2	1270	22.5	14.0	1310	13.2	8.2	1350	35.6	22.1
1231	31.5	19.6	1271	27.4	17.0	1311	7.9	4.9	1351	36.0	22.4
1232	31.9	19.8	1272	31.4	19.5	1312	2.6	1.6	1352	35.4	22.0
1233	32.2	20.0	1273	33.8	21.0	1313	0.0	0.0	1353	34.8	21.6
1234	31.4	19.5	1274	35.1	21.8	1314	0.0	0.0	1354	34.0	21.1
1235	28.2	17.5	1275	35.7	22.2	1315	0.0	0.0	1355	33.0	20.5
1236	24.9	15.5	1276	37.0	23.0	1316	0.0	0.0	1356	32.2	20.0
1237	20.9	13.0	1277	38.0	23.6	1317	0.0	0.0	1357	31.5	19.6
1238	16.1	10.0	1278	38.8	24.1	1318	0.0	0.0	1358	29.8	18.5
1239	12.9	8.0	1279	39.4	24.5	1319	0.0	0.0	1359	28.2	17.5

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SAE J1634 Revised JUN95

TABLE 2—HIGHWAY FUEL ECONOMY TEST SCHEDULE (CONTINUED)

Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)
240	75.6	47.0	280	71.1	44.2	320	74.8	46.5	360	92.4	57.4	400	91.9	57.1	440	93.2	57.9
241	75.5	46.9	281	70.0	43.5	321	75.3	46.8	361	92.1	57.2	401	92.5	57.5	441	93.2	57.9
242	75.3	46.8	282	68.9	42.8	322	75.8	47.1	362	91.9	57.1	402	92.5	57.5	442	93.2	57.9
243	75.5	46.9	283	67.6	42.0	323	76.8	47.7	363	91.7	57.0	403	93.3	58.0	443	93.2	57.9
244	75.6	47.0	284	64.5	40.1	324	77.7	48.3	364	91.7	57.0	404	93.3	58.0	444	93.2	57.9
245	76.0	47.2	285	62.1	38.6	325	78.9	49.0	365	91.6	56.9	405	93.3	58.0	445	93.3	58.0
246	76.4	47.5	286	60.4	37.5	326	80.0	49.7	366	91.6	56.9	406	93.3	58.0	446	93.5	58.1
247	77.1	47.9	287	57.6	35.8	327	81.0	50.3	367	91.6	56.9	407	93.3	58.0	447	93.5	58.1
248	77.2	48.0	288	55.8	34.7	328	82.1	51.0	368	91.7	57.0	408	93.3	58.0	448	93.7	58.2
249	77.2	48.0	289	54.7	34.0	329	83.2	51.7	369	91.7	57.0	409	93.2	57.9	449	93.7	58.2
250	77.2	48.0	290	53.6	33.3	330	84.3	52.4	370	91.7	57.0	410	93.0	57.8	450	93.7	58.2
251	77.2	48.0	291	52.3	32.5	331	85.5	53.1	371	91.7	57.0	411	92.9	57.7	451	93.5	58.1
252	77.2	48.0	292	51.0	31.7	332	86.6	53.8	372	91.7	57.0	412	92.9	57.7	452	93.3	58.0
253	77.4	48.1	293	49.2	30.6	333	87.7	54.5	373	91.7	57.0	413	93.0	57.8	453	93.3	58.0
254	77.6	48.2	294	47.6	29.6	334	88.8	55.2	374	91.7	57.0	414	93.2	57.9	454	93.3	58.0
255	77.6	48.2	295	46.3	28.8	335	89.8	55.9	375	91.7	57.0	415	93.3	58.0	455	93.3	58.0
256	77.4	48.1	296	45.7	28.4	336	90.8	56.4	376	91.7	57.0	416	93.5	58.1	456	93.3	58.0
257	78.2	48.6	297	46.0	28.6	337	91.6	56.9	377	91.6	56.9	417	94.0	58.4	457	93.3	58.0
258	78.7	48.9	298	47.5	29.5	338	91.7	57.0	378	91.4	56.8	418	94.8	58.9	458	93.2	57.9
259	79.0	49.1	299	50.5	31.4	339	91.9	57.1	379	90.9	56.5	419	95.1	59.1	459	93.2	57.9
260	79.0	49.1	300	53.8	33.4	340	92.2	57.3	380	90.4	56.2	420	95.6	59.4	460	93.3	58.0
261	79.0	49.1	301	57.3	35.6	341	92.7	57.6	381	90.1	56.0	421	96.2	59.8	461	93.5	58.1
262	79.0	49.1	302	60.4	37.5	342	93.0	57.8	382	90.1	56.0	422	96.4	59.9	462	93.5	58.1
263	79.0	49.1	303	62.9	39.1	343	93.3	58.0	383	90.1	56.0	423	96.4	59.9	463	93.7	58.2
264	78.9	49.0	304	64.7	40.2	344	93.5	58.1	384	90.3	56.1	424	96.2	59.8	464	93.8	58.3
265	78.7	48.9	305	66.1	41.1	345	94.0	58.4	385	90.8	56.4	425	95.9	59.6	465	93.8	58.3
266	77.6	48.2	306	67.3	41.8	346	94.5	58.7	386	91.2	56.7	426	95.6	59.4	466	93.8	58.3
267	76.8	47.7	307	68.2	42.4	347	94.6	58.8	387	91.8	56.9	427	95.3	59.2	467	93.7	58.2
268	76.4	47.5	308	69.9	42.8	348	94.8	58.9	388	91.9	57.1	428	95.1	59.1	468	93.5	58.1
269	76.0	47.2	309	69.7	43.3	349	95.0	59.0	389	92.2	57.3	429	95.0	59.0	469	93.3	58.0
270	75.2	46.7	310	70.5	43.8	350	95.0	59.0	390	92.4	57.4	430	94.8	58.9	470	93.0	57.8
271	74.4	46.2	311	71.3	44.3	351	94.8	58.9	391	92.4	57.4	431	94.5	58.7	471	92.5	57.5
272	74.0	46.0	312	71.9	44.7	352	94.6	58.8	392	92.1	57.2	432	94.3	58.6	472	91.9	57.1
273	73.7	45.8	313	72.4	45.0	353	94.3	58.6	393	91.7	57.0	433	94.1	58.5	473	91.7	57.0
274	73.4	45.6	314	72.7	45.2	354	94.0	58.4	394	91.6	56.9	434	94.0	58.4	474	91.1	56.6
275	73.1	45.4	315	73.1	45.4	355	93.7	58.2	395	91.1	56.8	435	94.0	58.4	475	90.3	56.1
276	72.7	45.2	316	73.2	45.5	356	93.5	58.1	396	90.8	56.3	436	93.8	58.3	476	90.1	56.0
277	72.4	45.0	317	73.7	45.8	357	93.3	58.0	397	90.3	56.1	437	93.7	58.2	477	88.8	55.8
278	71.9	44.7	318	74.0	46.0	358	93.2	57.9	398	90.8	56.4	438	93.6	58.1	478	88.3	55.5
279	71.6	44.5	319	74.2	46.1	359	92.7	57.6	399	91.2	56.7	439	93.3	58.0	479	88.8	55.2

SAE J1634 Revised JUN95

TABLE 2—HIGHWAY FUEL ECONOMY TEST SCHEDULE (CONTINUED)

Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)
480	88.7	55.1	520	88.2	54.8	580	87.1	54.1	600	77.7	48.3	640	74.8	46.5
481	88.5	55.0	521	88.4	54.9	581	86.6	53.8	601	77.2	48.0	641	74.4	46.2
482	88.4	54.9	522	88.5	55.0	582	85.9	53.4	602	77.1	47.9	642	74.0	46.0
483	88.4	54.9	523	88.7	55.1	583	85.8	53.3	603	76.9	47.8	643	74.0	46.0
484	88.4	54.9	524	88.8	55.2	584	85.5	53.1	604	76.8	47.7	644	74.5	46.3
485	88.4	54.9	525	88.8	55.2	585	85.1	52.9	605	77.1	47.9	645	75.3	46.8
486	88.4	54.9	526	89.0	55.3	586	84.7	52.6	606	77.7	48.3	646	76.4	47.5
487	88.4	54.9	527	89.2	55.4	587	84.3	52.4	607	78.9	49.0	647	77.6	48.2
488	88.5	55.0	528	89.3	55.5	588	84.0	52.2	608	79.0	49.1	648	78.5	48.8
489	88.5	55.0	529	89.5	55.6	589	83.8	52.1	609	78.9	49.0	649	78.7	49.5
490	88.5	55.0	530	89.6	55.7	570	83.7	52.0	610	78.7	48.9	650	80.8	50.2
491	88.5	55.0	531	89.8	55.8	571	83.7	52.0	611	77.2	48.0	651	81.6	50.7
492	88.5	55.0	532	90.0	55.9	572	83.7	52.0	612	75.8	47.1	652	82.2	51.1
493	88.5	55.0	533	90.1	56.0	573	83.7	52.0	613	74.4	46.2	653	83.2	51.7
494	88.7	55.1	534	90.1	56.0	574	83.8	52.1	614	74.2	46.1	654	84.0	52.2
495	88.7	55.1	535	90.1	56.0	575	83.7	52.0	615	74.2	46.1	655	84.5	52.5
496	88.5	55.0	536	90.1	56.0	576	83.5	51.9	616	74.4	46.2	656	85.8	52.8
497	88.4	54.9	537	90.1	56.0	577	83.5	51.9	617	75.5	46.9	657	87.0	54.1
498	88.4	54.9	538	90.1	56.0	578	83.0	51.6	618	76.9	47.8	658	88.2	55.1
499	88.2	54.8	539	90.1	56.0	579	82.7	51.4	619	78.9	49.0	659	88.4	55.3
500	88.0	54.7	540	90.1	56.0	580	82.2	51.1	620	80.0	49.7	660	82.1	51.0
501	87.9	54.6	541	90.1	56.0	581	81.6	50.7	621	81.4	50.6	661	82.2	51.1
502	87.5	54.4	542	90.1	56.0	582	81.0	50.3	622	82.9	51.5	662	82.7	51.4
503	87.4	54.3	543	90.1	56.0	583	80.1	49.8	623	84.0	52.2	663	83.2	51.7
504	87.4	54.3	544	90.1	56.0	584	79.3	49.3	624	84.8	52.7	664	83.7	52.0
505	87.2	54.2	545	90.1	56.0	585	78.4	48.7	625	85.3	53.0	665	84.0	52.2
506	87.1	54.1	546	90.1	56.0	586	77.6	48.2	626	86.3	53.6	666	84.5	52.5
507	87.1	54.1	547	90.0	55.9	587	77.4	48.1	627	86.9	54.0	667	85.0	52.8
508	87.1	54.1	548	90.0	55.9	588	77.2	48.0	628	87.1	54.1	668	84.8	52.7
509	86.9	54.0	549	90.0	55.9	589	77.2	48.0	629	87.5	54.4	669	84.7	52.6
510	86.9	54.0	550	89.8	55.8	590	77.4	48.1	630	88.0	54.7	670	84.2	52.3
511	86.9	54.0	551	89.5	55.6	591	77.9	48.4	631	88.7	55.1	671	84.2	52.3
512	86.9	54.0	552	89.2	55.4	592	78.7	48.9	632	89.2	55.4	672	84.3	52.4
513	86.9	54.0	553	88.8	55.2	593	78.9	49.0	633	88.2	55.4	673	84.5	52.5
514	86.9	54.0	554	88.7	55.1	594	79.0	49.1	634	88.5	55.0	674	84.8	52.7
515	86.9	54.0	555	88.5	55.0	595	79.0	49.1	635	87.7	54.5	675	84.8	52.7
516	86.9	54.0	556	88.4	54.9	596	78.9	49.0	636	86.3	53.6	676	84.3	52.4
517	87.1	54.1	557	87.9	54.6	597	78.9	49.0	637	84.5	52.5	677	83.8	52.1
518	87.2	54.2	558	87.5	54.4	598	78.7	48.9	638	80.8	50.2	678	83.2	51.7
519	87.7	54.5	559	87.2	54.2	599	78.2	48.6	639	77.6	48.2	679	82.2	51.1

SAE J1634 Revised JUN95

TABLE 2—HIGHWAY FUEL ECONOMY TEST SCHEDULE (CONTINUED)

Time (s)	Speed (km/h)	Speed (mph)	Time (s)	Speed (km/h)	Speed (mph)
720	94.6	58.8	760	5.3	3.3
721	94.1	58.5	761	3.2	2.0
722	83.5	51.9	762	1.1	0.7
723	92.8	57.7	763	0.0	0.0
724	92.2	57.3	764	0.0	0.0
725	91.9	57.1			
726	91.4	56.8			
727	90.9	56.5			
728	90.4	56.2			
729	89.3	55.5			
730	87.9	54.6			
731	87.1	54.1			
732	86.4	53.7			
733	85.6	53.2			
734	85.1	52.9			
735	84.5	52.5			
736	83.7	52.0			
737	82.6	51.3			
738	81.3	50.5			
739	79.7	49.5			
740	78.1	48.5			
741	76.6	47.6			
742	75.3	46.8			
743	73.4	45.6			
744	71.1	44.2			
745	68.4	42.5			
746	63.1	39.2			
747	57.8	35.9			
748	52.5	32.6			
749	47.2	29.3			
750	43.1	26.8			
751	39.4	24.5			
752	34.6	21.5			
753	31.4	19.5			
754	28.0	17.4			
755	24.3	15.1			
756	20.0	12.4			
757	15.6	9.7			
758	11.3	7.0			
759	8.0	5.0			

SAE J1634 Revised JUN95

6.2 Definition of Energy Consumption—Energy consumption is the energy used by a vehicle in traveling a particular distance. In an electric vehicle utilizing an electrically rechargeable battery, there is always a certain amount of the total AC energy supplied to the battery which is not available for vehicle propulsion due to charger and battery inefficiencies. Therefore, energy consumption may be measured in three ways. The system and vehicle DC energy consumption measures are optional and can be used to characterize the energy consumption of the charger and powertrain.

$$\text{System AC Energy Consumption} = \frac{\text{AC Energy to Charger for Recharge}}{\text{Distance Traveled}} \quad (\text{Eq.1})$$

with units of AC Wh / km (AC Wh / mile)

$$\text{(Optional) System DC Energy Consumption} = \frac{\text{DC Energy from Charger for Recharge}}{\text{Distance Traveled}} \quad (\text{Eq.2})$$

with units of DC Wh / km (DC Wh / mile)

$$\text{(Optional) Vehicle DC Energy Consumption} = \frac{\text{DC Energy from Battery while driving}}{\text{Distance Traveled}} \quad (\text{Eq.3})$$

with units of DC Wh / km (DC Wh / mile)

6.2.1 SYSTEM AC ENERGY CONSUMPTION—The AC energy from the power outlet required to return the battery to full charge after testing shall be divided by the range of the vehicle on the particular test cycle. This quotient shall be reported as the system AC energy consumption of the electric vehicle for the particular conditions of the test.

6.2.2 SYSTEM DC ENERGY CONSUMPTION (OPTIONAL)—The DC energy required from the charger to return the battery to full charge shall be divided by the vehicle range for the particular driving test. This quotient shall be reported as the System DC energy consumption of the electric vehicle for the particular conditions of the test.

6.2.3 VEHICLE DC ENERGY CONSUMPTION (OPTIONAL)—Vehicle DC energy consumed by the electric vehicle on a driving cycle shall be measured with a wideband watt-hour meter or a data logger. If a watt-hour meter is used, the total energy consumed from the start of the test to the defined end-of-test shall be recorded. For vehicles with regenerative braking, two W-h meters shall be used: one to measure the energy taken from the battery, and the second to measure energy returned to the battery by regenerative braking. Both the gross vehicle DC energy consumption (watt-hours from the battery divided by the distance traveled) and the net vehicle DC energy consumption (watt-hours from the battery during driving minus the watt-hours returned to the battery from regenerative braking, divided by the distance traveled) shall be reported for each driving cycle.

6.3 Test Procedure—The dynamometer test defined in this procedure is to be conducted subject to the test conditions and data requirements of Sections 3 and 4. Appendix D contains suggested test sequences for energy consumption and range testing.

6.3.1 PRECONDITIONING—The vehicle, battery, and thermal management system, if any, shall be soaked at ambient temperature before the start of test for at least 12 h and not more than 36 h, and shall remain on charge for the duration of soak. Soak shall not end before full charge is reached. Within 1 h of the end of soak/charge period, the vehicle shall be moved (pushed or towed—not driven) into position on the dynamometer. The vehicle drivetrain should be in a “cold” condition at the start of this test; therefore, the vehicle shall not be rolled more than 1.6 km (1 mile) between the end of the charge/soak period and the start of this test.

SAE J1634 Revised JUN95

6.3.2 TEST SCHEDULES—The vehicle may be tested over one or more of the following three test cycles. The vehicle should be preconditioned prior to each cycle and recharged after each cycle to obtain the system AC energy consumption for the cycle. Dynamometer coastdown “quick checks” are not part of energy consumption test.

6.3.2.1 *UDDS Test Cycle*—The vehicle shall be operated over two successive UDDS cycles as described in 5.1, separated by a 10-min soak with key switch in the “off” position, the hood closed, and test cell fan(s) off. Vehicle system DC energy consumption may be recorded during the test cycles.

6.3.2.2 *HFEDS Test Cycle*—The vehicle shall be operated over two HFEDS cycles described in 5.2. The HFEDS cycles are to be separated by 15 s at zero speed with the key switch “on” and the brake pedal depressed. Vehicle system DC energy consumption may be recorded during the test cycles.

6.3.2.3 *Combined UDDS and HFEDS Test Cycle*—The vehicle shall be operated over two successive UDDS cycles as described in 5.1, separated by a 10-min soak with the key switch in the “off” position, the hood closed, and test cell fan(s) off. UDDS cycles are to be followed by two HFEDS cycles as described in 5.2. The HFEDS cycles are to be separated by 15 s at zero speed with the key switch “on” and the brake pedal depressed, and are to be performed within 3 h of the UDDS cycles without the benefit of intermediate recharge. The key switch will be in the “off” position, with the hood closed and the test cell fan(s) off during the time between the UDDS and HFEDS cycles. Vehicle system DC energy consumption may be recorded during the test cycles.

6.3.3 Within an hour of operating the vehicle over the test cycle, the vehicle battery shall be recharged to full capacity according to the manufacturer’s recommended procedure to measure the system AC energy consumption. Charging is complete when the manufacturer’s end of charge criteria are met with a minimum of 12 h and with a maximum allowed time defined as follows:

$$\text{Maximum time} = \frac{2 \times \text{battery ampere - hour capacity (kWh)}}{\text{Main power supply (kWh)}} \quad (\text{Eq.4})$$

If the vehicle must be moved to a separate charging location at the end of the test, it shall be pushed or towed, not driven.

6.4 **Special Reporting**—The following data, in addition to the data requirements in Section 4, should be reported for each test sequence performed.

6.4.1 Recharge time.

6.4.2 AC watt-hours supplied to battery charger during recharge following test.

6.4.3 The calculated system AC energy consumption.

6.4.4 DC watt-hours returned to battery during recharge following test (optional).

6.4.5 DC watt-hours discharged (optional).

6.4.6 DC watt-hours returned to battery (regenerative) (optional).

6.4.7 The calculated system DC energy consumption (optional).

6.4.8 The calculated vehicle DC energy consumption (optional).

SAE J1634 Revised JUN95

7. Vehicle Range When Operated on Selected Driving Patterns

7.1 Purpose of Test—The purpose of this test is to determine the overall range of an electric vehicle when operated on a dynamometer over repeated driving cycles. Although three test sequences can be performed (UDDS, HFEDS, or a combination of the UDDS and HFEDS test cycles), not all of the test cycles need to be performed.

7.2 Test Procedure—The dynamometer tests defined in this procedure are to be conducted subject to the test conditions and data requirements of Sections 3 and 4. Recording of battery discharge, battery recharge, and regenerative data is optional for the range test. Appendix D contains suggested sequences for energy consumption and range testing.

7.2.1 PRECONDITIONING—The vehicle, battery, and thermal management system, if any, shall be soaked at ambient temperature before the start of test for at least 12 h and not more than 36 h, and shall remain on charge for the duration of soak. Soak shall not end before full charge is reached. Within 1 h of the end of soak/charge period, the vehicle shall be moved (pushed or towed—not driven) into position on the dynamometer. The vehicle drivetrain must be in a “cold” condition at the start of this test; therefore, the vehicle shall not be rolled more than 1.6 km (1 mile) between the end of charge/soak period and the start of test.

7.2.2 TEST CYCLES—The vehicle may be tested over one or more of the following cycles. The vehicle should be preconditioned with the battery in a fully charged condition prior to each cycle.

7.2.2.1 UDDS Test Cycle—The vehicle shall be operated over two successive UDDS cycles as described in 5.1. A 10-min soak will follow the two UDDS cycles. The key switch is placed in the “off” position, with the hood closed and the test cell fan(s) off during soak periods, and the brake pedal shall not be depressed. This test sequence will be repeated until the test termination criteria are met. Then the distance traveled shall be recorded and the vehicle shall be decelerated rapidly to a stop.

7.2.2.2 HFEDS Test Cycle—The vehicle shall be operated over two successive HFEDS cycles described in 5.2. The two HFEDS cycles are to be separated by 15 s at zero speed with the key switch “on” and the brake pedal depressed. A 10-min soak will follow the two HFEDS cycles. The key switch is placed in the “off” position, the hood closed, the test cell fan(s) off during soak periods, and the brake pedal shall not be depressed. This test sequence will be repeated until the test termination criteria in 7.3 are met. Then the distance traveled shall be recorded and the vehicle shall be decelerated rapidly to a stop.

7.2.2.3 Combined UDDS/HFEDS—The vehicle shall be operated over two successive UDDS cycles as described in 5.1 followed by two HFEDS cycles described in 5.2. The two HFEDS cycles are to be separated by 15 s at zero speed with the key switch “on” and the brake pedal depressed. A 10-min soak will follow the two HFEDS cycles. The key switch is placed in the “off” position, the hood closed and the test cell fan(s) off during soak periods, and the brake pedal shall not be depressed. This test sequence will be repeated until the test termination criteria in 7.3 are met. Then the distance traveled shall be recorded and the vehicle shall be decelerated rapidly to a stop.

7.3 Test Termination Criteria—The UDDS and HFEDS were developed for and are used in the emissions and fuel economy testing of internal combustion engine powered vehicles. They are defined as best-effort tests; i.e., speeds lower than those prescribed are acceptable provided the vehicle is operated at maximum available power during such occurrences. Electric vehicles, in general, display decreasing acceleration and top speed capabilities as the batteries become increasingly discharged. Using the UDDS or HFEDS cycles for a driving range test with a best-effort performance criterion would enable the vehicle to continue the test until it could no longer move at all, as long as it was still being driven at maximum available output power. Since a driving range obtained from such a test would have little value, some performance-based test termination criterion is needed.

SAE J1634 Revised JUN95

The test termination criterion for the range test is defined as when the vehicle is unable to accelerate fast enough to meet the specified speed profile as defined in 5.3, with the exceptions as described in 7.3.1 through 7.3.4. The test continues until the vehicle meets the test termination criterion. If one of the exceptions is used, the distance traveled before using the exception may be recorded as the "full performance electric range." The total distance traveled before the test termination criteria is reached is the vehicle range.

- 7.3.1 EXCEPTION FOR THE HIGH-SPEED PORTION OF THE UDDS**—The range test may continue even though the vehicle is no longer able to achieve speeds greater than 72 km/h (45 mph) within the specified time. However, the UDDS test cycle shall be terminated if the vehicle speed falls below 72 km/h (45 mph) between the 217-s mark and the 305-s mark. The distance where this exception is first used shall be recorded.
- 7.3.2 EXCEPTION FOR THE HIGH-SPEED PORTION OF THE HFEDS CYCLE**—The range test may continue even though the vehicle is no longer able to achieve speeds greater than 72 km/h (45 mph) within the specified time. However, the HFEDS shall be terminated if the vehicle cannot maintain a minimum speed of 72 km/h (45 mph) within 15 s of when the driving schedule speed is 72 km/h (45 mph) or above. The distance where this exception is first used shall be recorded.
- 7.3.3 EXCEPTION FOR REDUCED PERFORMANCE**—The range test may continue even though the vehicle speed falls below the tolerance listed in 5.3. However, the test shall be terminated if the vehicle cannot maintain the driving schedule within the lower limit of 8.0 km/h (4 mph) lower than the lowest point on the trace within 2 s of the given time. The distance where this exception is first used shall be recorded.
- 7.3.4 OTHER MANUFACTURER-SPECIFIED TEST TERMINATION CRITERIA**—Other earlier test termination criteria may be specified by the vehicle manufacturer. For example, to prevent battery damage, the vehicle manufacturer may specify a battery characteristic such as terminal voltage under load to be the test termination criterion.
- 7.3.5** When the test vehicle cannot accelerate fast enough to meet the driving schedule, it shall be operated at its maximum possible level of performance. The test shall then continue until the vehicle fails to meet the test termination criterion. When this occurs, the vehicle shall be decelerated rapidly to a stop and the key turned to the "off" position. For those vehicles which are not designed to be operated above 72 km/h (45 mph), the maximum cruise speed shall be determined or recommended by the manufacturer. The test termination criterion for these vehicles is reached when the vehicle falls below 95% of the initially determined maximum cruise speed. If alternative criteria are employed because the vehicle is unable to meet the above 72 km/h (45 mph) in 15 s criterion at initiation of the test, the substitute criterion shall be recorded.
- 7.4 Optional Energy Consumption Measurement**—As an option, following the range test, the vehicle battery may be recharged to full capacity according to the manufacturer's recommended procedure and the system AC energy consumption may be measured. Charging is complete when the manufacturer's end of charge criterion is met with a minimum of 12 h and with a maximum allowed time defined as follows:

$$\text{Maximum time} = \frac{2 \times \text{battery ampere - hour capacity (kWh)}}{\text{Main power supply (kW)}} \quad (\text{Eq.5})$$

If the vehicle must be moved to a separate battery charging location at the end of the test, it shall be pushed or towed, not driven. The AC and DC recharge energy values shall be divided by the total distance traveled between the start-of-test and the end-of-test to provide, respectively, the system average AC and DC energy consumption values of the vehicle for the range test.

SAE J1634 Revised JUN95

Test Termination Criteria - UDS

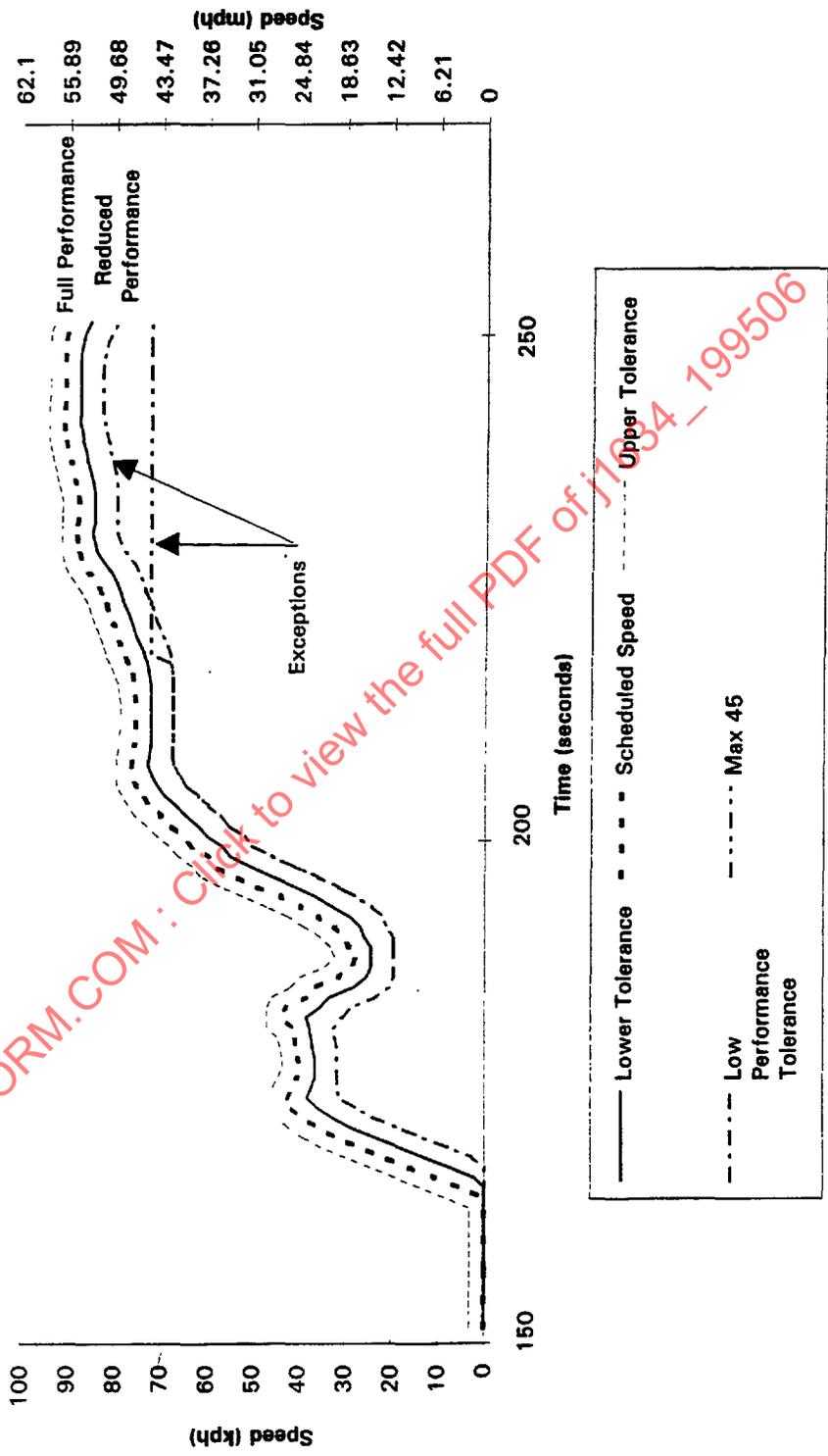


FIGURE 1—SCHEMATIC DRIVING SCHEDULE TOLERANCES AND EXCEPTION LIMITS

SAE J1634 Revised JUN95

7.5 Special Data Recording—In addition to recording the data specified in Section 4, the following special data shall be reported.

7.5.1 The criteria used to define test termination.

7.5.2 The distance the vehicle traveled before the test termination criteria exception were used.

7.5.3 The distance the vehicle traveled before the test termination criteria were met.

7.5.4 If the optional energy consumption was measured, recharge energy and time and the system AC and DC energy consumption.

8. Coastdown Testing

8.1 Purpose of Test—The purpose of this procedure is to determine the road load force on a vehicle as a function of vehicle velocity so that accurate simulation of the road load force on a chassis dynamometer can be accomplished.

8.2 Test Procedure—Vehicle road power and energy consumption at various steady speeds are to be determined from coastdown tests which are performed according to SAE J1263 for hydrokinetic dynamometers, or SAE J2263/J2264 for electric dynamometers, with the following modifications.

8.2.1 Vehicle regenerative braking shall be disabled during coastdown testing, minimizing any changes to the mechanical system.

8.2.2 Presently no procedure exists for vehicles that cannot obtain the vehicle speeds required in SAE J1263 and SAE J2263/J2264. When determining the road load power setting for these vehicles, good engineering practice should be used to modify these procedures for the lower speeds to determine the road load power setting. As an alternative, for hydrokinetic dynamometers only, road load power settings may be determined by the frontal area method found in Appendix B.

8.3 Data to be Recorded—Data recording requirements shall be the same as those specified in SAE J1263 and SAE J2263/J2264.

9. Notes

9.1 Marginal Indicia—The (R) is for the convenience of the user in locating areas where technical revisions have been made to the previous issue of the report. If the symbol is next to the report title, it indicates a complete revision of the report.

PREPARED BY THE SAE LIGHT-DUTY VEHICLE PERFORMANCE
AND ECONOMY MEASUREMENTS COMMITTEE

SAE J1634 Revised JUN95

APPENDIX A
EXAMPLE—REGENERATIVE BRAKING

Preface—The appropriate method for accurately measuring the effect of regenerative braking is to test the vehicle on a four-wheel drive electric dynamometer. Until a more accurate method for measuring the effect of regenerative braking is developed for use on two-wheel drive dynamometers, the following approximate method may be used. For some vehicles this method could introduce significant error and, therefore its use in testing should be clearly noted.

A.1 Road Versus Dynamometer**A.1.1 Assume**

- a. 70% of braking energy is absorbed by the vehicle's front axle, and 30% is from the rear axle (front/rear brake proportion).
- b. 2WD EV test vehicle.
- c. 80% of the drive axle braking is from regenerative braking (see Table A1).

TABLE A1—EXAMPLE—REGENERATIVE BRAKING

	Percent of Total Braking Energy Road	Percent of Total Braking Energy Dynamometer
FWD Vehicle:		
Front Regenerative braking	56%	80%
Front Friction Brake	14	20
Rear Regenerative braking	0	NA
Rear Friction Brake	30	NA
RWD Vehicle:		
Front Regenerative braking	0	NA
Front Friction Brake	70	NA
Rear Regenerative braking	24	80
Rear Friction Brake	6	20

A.2 Proposal for Simulating Regenerative Braking on the Dynamometer—The following assumes that the dynamometer controller can apply a constant retarding force when the vehicle brakes are applied. The signal to the controller could be a driver-operated "Push Button" or a switch mounted to the vehicle tail light or brake pedal, or an appropriate algorithm within the dynamometer controller.

The desired braking force could be calculated prior to test for each vehicle and test cycle using the following:

$$F_D = m \cdot \bar{a} \cdot k \quad (\text{Eq.A1})$$