



2015 Mercedes B-Class Electric									
Vehicle architecture	BEV								
Document date	4/25/2016								
Revision Number	1								
Notes:									

Vehicle Setup Information

Test cell location	ANL APRF Bdg 371
Vehicle dynamometer Input	
Test weight [lb]	4246
Target A [lb]	27.33666
Target B [lb/mph]	0.45993
Target C [lb/mph^2]	0.012594
Test Fuel Information	
Fuel type	Electricity
Fuel density [g/ml]	-
Fuel Net HV [BTU/lbm]	-

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						/			o'Match				lim		8889)	S. 88.90	Color H. Voltage S. S. Color and Color and Color and Color H. Voltage S. S. Color and	Octobering (IDC).
/			Jago Jago Jago Jago Jago Jago Jago Jago				Lest cell	,		Hoop P. Controls	Window, Colling Softings	Chole D.	00/00	Cycle E.	Cycle HVL	Solated Finis	Cycle H. Voltage C. C.	Coo Hy Valley Net Energy D.
		/		/	15/0/			00 fg) 500 s 100 sta	/ Michigan				limi)		l sunsuo		10 1 A V 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Modified Net
/#J Q 1882/	. /				[2] QUO [10] Soot	[8] AH [8]	Sell Baro linky		Solute 1 Sol				Solo E (mi)		Non May	S AND S		
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61512023	Test information UDDS #1, Ph 1+2	CSt	12/14/15	-17	cell inforr	nation 29	Test cell SM	setup 0	72	ehicle set	up Closed	7.44			21.521	318.1	rgy consul 6406.66	861.53
61512023	Hwy #1, Ph 3	HSt	12/14/15	-14	16	29	SM	0	72	Closed	Closed	10.24			16.904	309.0	5046.85	492.68
61512023	UDDS #2, Ph 4+5	HSt	12/14/15	-17	18	29	SM	0	72	Closed	Closed	7.49			17.994	302.5	5294.60	706.57
61512023 61512024	US06 #1, Ph 6+7 US06 #2, Ph 1+2	HSt HSt	12/14/15 12/14/15	-12 -12	13 13	29 29	SM SM	0	72 72	Closed	Closed Closed	8.03 8.00			14.397 14.768	292.4 284.1	3949.89 3880.15	491.66 484.99
61512024	UDDS #3, Ph 3+4	HSt	12/14/15	-17	17	29	SM	0	72	Closed	Closed	6.40			10.943	269.1	2789.20	435.51
Full charge te				47							Totals	47.61			96.53	100 144 1	27367	
Re-charging in Level:	Iformation			-17	Temperat	ure during	charge [C]				Tota	al energy u		g testing pri arge integr			27600 33520	
61512021	UDDS #1, Ph 1+2	CSt	12/11/15	-6	3	29	SM	0	72	Closed	Closed	7.42		ŭ ŭ	17.970	324.0	5572.56	750.90
61512021 61512021	Hwy #1, Ph 3 UDDS #2, Ph 4+5	HSt HSt	12/11/15 12/11/15	-4 -7	3	29 29	SM SM	0	72 72	Closed Closed	Closed Closed	10.25 7.48			13.731 11.506	314.9 309.3	4215.87 3476.77	411.44 465.00
61512021	US06 #1, Ph 6+7	HSt	12/11/15 12/11/15	-7 -3	3	29	SM	0	72	Closed	Closed	8.03			12.833	309.3	3618.32	465.00 450.67
61512022	US06 #2, Ph 1+2	HSt	12/11/15	-2	3	29	SM	0	72	Closed	Closed	8.03			13.362	293.9	3676.68	457.82
61512022 61512022	UDDS #3, Ph 3+4 HWY #2, Ph 5	HSt HSt	12/11/15 12/11/15	-7 -4	3	29 29	SM SM	0	72 72	Closed Closed	Closed Closed	7.44 10.24			11.629 13.948	290.8 276.5	3290.00 3629.39	442.35 354.46
61512022	UDDS #4, Ph 6	HSt	12/11/15	-8	4	29	SM	0	72	Closed	Closed	1.45			2.092	265.9	515.42	355.13
Full charge test summary Totals									Totals	60.33		and alcohologic	97.07	. [DO]A/I-1	27995 28140			
Re-charging in Level:	ntormation			-7	Temperat	ure auring	charge [C]					Total		ed during of arge integr			32930	
61512013	UDDS #1, Ph 1+2	CSt	12/07/15	23	46	30	SM	0	Off	Closed	Open	7.44			5.663	334.2	1846.00	248.07
61512013 61512013	HWY, Ph 3 UDDS #2, Ph 4+5	HSt HSt	12/07/15 12/07/15	25 20	33 52	30 30	SM SM	0	Off Off	Closed Closed	Open Open	10.24 7.50			8.089 5.611	328.2 325.2	2605.50 1777.40	254.48 237.14
61512013	US06 #1, Ph 6+7	HSt	12/07/15	25	44	30	SM	0	Off	Closed	Open	8.04			8.437	318.7	2541.50	316.25
61512014	SSS 65MPH, Ph 1	HSt	12/07/15	26	33	30	SM	0	Off	Closed	Open	30.11			27.430	304.6	8267.50	274.57
61512014 61512015	US06 #2, Ph 3+4 UDDS #3, Ph 1+2	HSt HSt	12/07/15 12/07/15	24 20	47 61	30 29	SM SM	0	Off Off	Closed Closed	Open Open	8.03 7.43			8.734 5.716	298.4 297.7	2449.50 1653.90	305.22 222.57
61512015	Hwy #2, Ph 3	HSt	12/07/15	25	29	30	SM	0	Off	Closed	Open	10.23			7.653	292.8	2196.50	214.72
61512015	UDDS #4, Ph 4+5	HSt	12/07/15	20	55	29	SM	0	Off	Closed	Open	7.44			5.855	289.2	1638.91	220.22
61512016 Full charge tes	SSS 65 to deplete	HSt	12/07/15	27	31	29	SM	0	Off	Closed	Open Totals	15.68 112.13			16.034 99.22	227.4	4282.84 29260	273.07
Re-charging in	nformation			23	Temperat	ure during	charge [C]					Total		ed during o			29285	
Level:	2		72F MCT	with prio	r charge	usina "I	Extended R	ange" hi	itton se	lected			Ch	arge integr	ated powe	r [AC Wh]	34020	
61512031	UDDS #1, Ph 1+2	CSt	12/17/15	23	42	29	SM	0	Off	Closed	Open	7.43			5.287	340.8	1759.00	236.63
61512031	Hwy #1, Ph 3	HSt	12/17/15	25	37	29	SM	0	Off	Closed	Open	10.25			6.901	335.2	2275.50	222.11
61512031 61512031	UDDS #2, Ph 4+5 US06 #1, Ph 6+7	HSt HSt	12/17/15 12/17/15	20 25	61 46	29 29	SM SM	0	Off Off	Closed Closed	Open Open	7.43 7.99			5.076 6.954	331.7 325.8	1642.50 2162.50	220.99 270.60
61512032	SSS 65MPH, Ph 1	HSt	12/17/15	27	36	29	SM	0	Off	Closed	Open	48.78			41.326	306.8	12609.92	258.49
61512032 61512033	US06 #2, Ph 3+4 UDDS #3, Ph 1+2	HSt HSt	12/17/15 12/17/15	25 20	36 53	29 29	SM SM	0	Off Off	Closed	Open	8.02 7.44			8.494 5.507	297.4 296.8	2375.99 1588.00	296.13 213.44
61512033	UDDS #3, Ph 1+2 Hwy #2, Ph 3	HSt	12/17/15 12/17/15	20 25	53 31	29	SM	0	Off	Closed Closed	Open Open	7.44 10.25			5.507 7.697	296.8	1588.00 2199.52	213.44 214.68
61512033	UDDS #4, Ph 4+5	HSt	12/17/15	20	53	29	SM	0	Off	Closed	Open	7.49			5.757	287.5	1599.29	213.54
61512034 Full charge tes	SSS 65 to deplete	HSt	12/17/15	27	30	29	SM	0	Off	Closed	Open Totals	13.59 128.68			13.971 106.97	214.6	3718.00 31930	273.54
Re-charging in	•			23	Temperat	ure during	charge [C]				. 3.410		energy us	ed during o		g [DC Wh]	32210	
	2 \$55.0.80.0.0% Grado	ПСŧ	40/04/45	22	40	20	CM		0"	Class	Once	6.04	Ch	arge integr				252.00
61512006 61512007	SSS 0-80-0 0% Grade SSS 0-80-0 6% Grade	HSt HSt	12/04/15 12/04/15	23 23	49 34	30 30	SM SM	0	Off Off	Closed Closed	Open Open	6.21 6.21			4.911 16.378	332.1 323.4	1577.88 5023.76	253.90 808.95
61512009	WOTs / varying Regen levels / Decel rates	HSt	12/04/15	22	46	30	SM	0	Off	Closed	Open	7.82			15.523	309.8	3976.50	508.42
61512010 61512011	Passing Maneuvers 0,3,6% grade 25% Grade Test	HSt HSt	12/04/15 12/04/15	25 21	48	30	SM SM	0	Off	Closed	Open	7.74			20.775	303.7	5430.53	701.41 3320.22
61512011	25% Grade Test UDDS #1, Ph 1+2	HSt CSt	12/04/15 12/09/15	21 35	38 41	30 29	SM	850	Off 72	Closed	Open Closed	0.58 7.45			7.885 6.595	291.3 333.4	1940.50 2152.87	288.91
61512017	Hwy #1, Ph 3	HSt	12/09/15	38	30	29	SM	850	72	Closed	Closed	10.24			7.094	328.1	2290.67	223.62
61512017 61512017	UDDS #2, Ph 4+5 US06 #1, Ph 6+7	HSt HSt	12/09/15 12/09/15	34 38	55 30	29 29	SM SM	850 850	72 72	Closed Closed	Closed Closed	7.47 8.02			6.307 8.260	325.1 318.8	2006.95 2505.57	268.62 312.36
61512017	SSS 65MPH, Ph 1	HSt	12/09/15	39	30	29	SM	850	72	Closed	Closed	37.45			32.834	303.0	9883.00	263.90
61512018	US06 #2, Ph 3+4	HSt	12/09/15	37	37	29	SM	850	72	Closed	Closed	8.02			8.787	296.1	2456.00	306.37
61512019 61512019	SC03, Ph 1 SC03, Ph 2	HSt HSt	12/09/15 12/09/15	35 35	51 51	29 29	SM SM	850 850	72 72	Closed Closed	Closed Closed	3.57 3.59			3.544 3.885	295.0 291.9	1013.00 1100.31	283.58 306.60
61512019	Hwy #2, Ph 3	HSt	12/09/15	38	38	29	SM	850	72	Closed	Closed	10.26			8.069	287.1	2270.39	221.27
61512019	UDDS #4, Ph 4+5	HSt	12/09/15	34	52	29	SM	850	72	Closed	Closed	7.48			7.282	281.5	1991.60	266.12
61512020 Full charge tes	SSS 65 to deplete	HSt	12/09/15	40	27	29	SM	850	72	Closed	Closed Totals	6.28 109.84			6.920 99.58	177.3	1795.00 29465	285.79
Re-charging in	•			35	Temperat	ure during	charge [C]						energy us	ed during o		DC Wh]	29593	
Level:	2												Ch	arge integr	ated powe	r [AC Wh]	34910	

Summary notes

All tests were performed with the vehicle in the standard range mode (not Extended range) unless otherwise noted

On full charge tests, all tests performed during the depletion are displayed.

Electric energy consumption: HV battery Integrated net current --> Integrated current as reported by power analyzer

HV battery Average Zero crossing Voltage --> Calculated Average Zero crossing Voltage over the phase or cycle

HV Net Energy --> Integrated power as reported by power analyzer

Note that HV Net Energy is not equal to the product of HV battery Integrated net current times Average Zero crossing Voltage.

* Target Coefficients developed during AVTE coast down testing

Advanced Powertrain Research Facility Data referencing:

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