

## SUMMARY OF THE WEBEX CONFERENCE OF CO-SPONSORS+ OF IWG GTR 13

June 4, 2020

### 1. Participants

M. Koubek (NHTSA)	B. Acosta-Iborra (EC)	K. Yabe (JASIC)
S. Kuppa (NHTSA)	S. Kim (KATRI)	Y. Fujimoto (Toyota)
I. MacIntire (NHTSA)	H. Jeon (KATRI)	A. Ryan (Toyota)
K. Hendershot (Transport Canada)	S. Lee (KATRI)	L. Gambone (Nikola)
Y. He (CATARC)	H. Kim (Hyundai)	G. Scheffler (SAE)
P. Broertjes (EC)	N. Sugimoto (MLIT)	A. Tchouvelev (TC197)

### REVIEW OF TECHNICAL ISSUES

### 2. HDV Sled Test

While other CP positions (and rationale) remained unchanged from last IWG, China would like to include HDV sled test as part of GTR 13 requirement, since the test is in their standards but not national regulation.

EC concerns: (1) retrofitted/multi-stage vehicles covered by a simplified domestic approval scheme could possibly be exempted from full-scale crash test, which is why a requirement is needed; (2) TRL is preparing a study on behalf of EC whether deceleration values in the proposal are appropriate; (3) not in favor of calculation method in current proposal.

Canada's opinion is that the current test criteria and requirements are not representative of HDV.

US would also like to revisit the acceleration values and could support a more relevant test if CP option.

CP position: EC/Japan/Korea/China: Include as requirement.

Canada: Include in rationale only.

US: Do not include in GTR 13.

Action item: TF1/Korea to continue discussion on this topic. Korea as Leader of TF1 urges all CPs and members to provide comments on the relevance of the Sled test for HDVs. Based on the comments, Korea may decide to hold a separate Webex meeting of TF1.

### 3. TPRD Direction

CP positions remain unchanged, i.e., agree in principle to the TPRD direction proposal, which includes angles of direction. However, further discussion should be continued to ensure the requirements can be applied to LDV without being design restrictive. EC also mentioned that the Netherlands had a CNG bus fire (with side-mounted blow-off valve), and perhaps deserving further discussion.

CP position: Requires further discussion. The current GTR already includes prohibitions on where the TPRD shall be releasing hydrogen in LDV.

Action item: TF1/Korea to continue discussion on this topic. As stated above, Korea urges IWG members to provide feedback and advice also on TPRD direction.

### 4. Receptacle

CPs, except the US, agree to TF2 proposal (geometry requirements of ISO 17268 only).

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The Secretary presented a UN ECE guideline, which is also applied for GTRs, that states the ISO document should reference the number and the year. However, concerns between legal certainty (need ISO+year referenced) vs. flexibility for future designs (ISO reference only) were raised.

CP position: All CPs agree, except the US, which expressed doubts about the need and appropriateness of this requirement in the GTR at this time. US also questioned when consensus was reached because per the GTR13-8-01, the CP positions were ‘TBD.’

Action item: TF2 to work with CP on how ISO 17268 can be referenced.

### **5. Initial Burst Pressure Reduction for Carbon Fiber Containers**

CP positions remain unchanged, but China provided a presentation to explain why it opposes the proposed change from 225% NWP to 200% for 35 MPa NWP containers. The Chinese expert (Prof. Zheng) was unable to attend the meeting and answer technical questions. However, CP and TF leaders point out that the EOL burst requirement is still the same and GTR provides only minimum requirements (vs. margins in production variability).

CP position: No change; all CPs agree to reduction to 200% NWP for all containers. China agrees with 200% NWP for 70 MPa NWP containers only. Note by EC: It is likely that Germany still has a reservation if sampling methodology is not addressed.

Action item: Further communication with Prof. Zheng with assistance from Y. He to provide additional information on China’s rationale. EC will also consider this further.

### **6. Material Compatibility**

Korea stated their engineers are conducting tests to validate the test procedures proposed by SAE material experts. They would like to delay the conversation until testing is complete.

CP position: The CP option can be further discussed.

Action item: Further discussion at the IWG after test is completed in Korea.

### **7. Taskforce Updates**

- a. TF0 (Drafting): I. MacIntire reported that while TF0 continues to make progress, draft completion will be limited until issues are resolved in IWG.
- b. TF4 (Fire test): G. Scheffler reported that TF4 is reviewing a draft document. The next meeting is scheduled for June 24 to discuss draft and other issues like vehicle level test, wind, HDV.

### **8. Chairman’s Update**

M. Koubek reported that the 181<sup>st</sup> WP.29 meeting is being held virtually on June 24. The GRSP in-person meeting is planned for July 20-24. It will be the first meeting of GRSP after the March 2020 180<sup>th</sup> meeting of WP.29, at which key priorities for all GRs have been set. These priorities are in general aligned with automated driving systems and autonomous vehicles, and hydrogen-fueled and electric vehicles should be among those priorities. The request for mandate extension is not necessary now, and further discussion with co-sponsors is needed before an IWG decision is made. The timing and location of the next in-person IWG remains TBD, but the hope is for September -November 2020, if the situation continues to improve.