

DRAFT

12th Meeting of the Informal Working Group on Hydrogen and Fuel Cell Vehicles

Global Technical Regulation No. 13 (Phase 2)

Jan 24, 27 2022 – Online

	Agenda Item	Presenters	Documents
1	Opening Remarks	M. Koubek	--
	<ul style="list-style-type: none"> The Chair welcomed the participants. 		
3	Approval of agenda	M. Koubek	GTR13-12-01
	<ul style="list-style-type: none"> GTR13-12-01.pdf was approved. 		
4	Approval of the meeting minutes of the 11th meeting	Secretary	GTR13-11-14
	<ul style="list-style-type: none"> Meeting minutes from the 11th IWG (GTR13-11-14) were approved. 		
5	Update of Discussion Items	Secretary	GTR13-12-02
	<ul style="list-style-type: none"> a. The Secretary reviewed GTR13-12-02. b. The Mandate of the IWG has been extended by 6 months to submit an informal document to May GRSP. c. Two additional IWGs will be planned to finalize the draft document by 2 May. d. The Chair noted that the March IWG is aimed to conclude all technical issues, while the April IWG will be primarily used to “polish” the draft. e. NHTSA encouraged the CPs to carefully review the draft during the period toward April IWG. 		
6	Taskforce 1 – Heavy Duty Vehicles	A. Schüßling / Daimler	GTR13-12-06 GTR13-12-07 GTR13-12-08 GTR13-12-09 GTR13-12-10
	<ul style="list-style-type: none"> a. TF leader (Daimler Trucks) reported the progress of the TF1. b. Korea questioned if the remaining items would be mentioned in the preamble. The Chair noted that side impact test for HDV will be included in the list of remaining item and invited Korea to propose appropriate language to include in the Part 1 of GTR. c. TPRD direction: TF1 concluded with revised language with reservation by the US. The US noted the concept is OK but noted that similar update is necessary for PRD (Sec 5.2.1.3.1.(c)). Canada also supported this text. d. Service life: 11,000 baseline cycles will be sufficient to ensure the service life of 25 years. Maximum period of 25 years will be included. JP accepts CP option and intends to require 11,000 for 25 years. The Secretary noted that a CP option should apply to the choice of number of cycles but not in combination of the service life. The US stated a preference for the regulation to remain silent on maximum service life and confirmed the service life should be determined by the manufacturer and mentioned on the label. Canada supported the view from the US. e. Sled test: In general, this will be included as a CP option. OICA proposal is to apply the test on CHSS and amend the structure. CN agree with CP option and CN has already conducted vehicle-based test according to their national standard. KR noted that the acceleration value should be reviewed. JP commented that the OICA proposal can be supported for Phase 2, and entire system assessment should be discussed in Phase 3 with issues of crush test. The EC appreciated the understanding of CPs. f. Another TF1 meeting is planned next week (3 Feb.) All participants were invited to review the materials provided (GTR13-12-06 through -10) and participate into this meeting if there if any comments. 		
9	Taskforce 3 – Recommendations for Test Procedures	L. Gambone/ Nikola	GTR13-12-05
	<ul style="list-style-type: none"> a. TF leader (Nikola) gave an update on status of completed and outstanding items. b. Primary closure devices (5.1): CP option should apply only to the additional TPRD. JP noted that in R134, remote TPRDs will not be accepted. 		

	<ul style="list-style-type: none"> c. Service life (5.1): modified language by OICA will be confirmed at next TF3 planned on 2 Feb. d. The Chair will confirm with CSA about the copyright issues. e. The Secretary requested CP representatives to actively participate in the TF1 and TF3 discussions. f. The next TF3 meeting is planned on 2-3 Feb, then 16 Feb and 2 Mar. 			
10	Taskforce 4 – Fire Test Reproducibility	G. Scheffler / SAE	GTR13-12-03	
	<ul style="list-style-type: none"> a. TF leader gave an update on current and outstanding items. b. The option to use compressed air has been deleted since all CPs agree now on using hydrogen for the test. c. Consideration of container’s capability to withstand the pressure without venting option will be deferred to Phase 3. d. The next TF4 meeting is planned on 8 Feb. 			
11	Taskforce 0 – Editing	I. MacIntire / NHTSA	GTR13-12-11	
	<ul style="list-style-type: none"> a. GTR13-12-11 was reviewed and updated. b. The latest draft (ver.7) is made in the format per WP29 and circulated to TF0 members (CPs) for review/comment. Commenting template will be sent out. c. TFs are requested to provide their input by 4 Mar. d. TF0 will compile all the input and post the updated draft (TF0 meeting 9-10 Mar.) before the next IWG to be scheduled in March (see below.) e. In March IWG, the remaining issues in the document will be confirmed. f. All CPs are then requested to take national procedure to endorse the document before the April meeting. g. The deadline for submitting the document to GRSP secretary is 2 May since GRSP is 5-9 May. 			
11	Next IWG Meetings	Secretary	--	
	<ul style="list-style-type: none"> a. IWG #13 - Mar 15-17 b. IWG #14 - Apr 25-26 c. Starting times for both meetings, two hours each USA: 0600 PDT, 0900 EDT Europe: 1400/Mar, 1500/Apr CET Asia: 2100 CST, 2200 JST/KST 			
14	APPENDIX: Attendees List			
	<ul style="list-style-type: none"> A. Murra Consulting Arkema Inc. Bosch GmbH Canada/Transport Canada CEA France China/CATARC EU/European Commission Faurecia France/UTAC Go Ahead Engineering GWS Solutions of Tolland Hexagon Lincoln 	<ul style="list-style-type: none"> Hopium IVECO Group Japan/JARI Japan/JASIC Japan/KHK Japan/METI Japan/MLIT Kiwa Netherlands Korea/KATRI Linamar Luxfer Gas Cylinders Maximator GmbH 	<ul style="list-style-type: none"> Nikola Motors OICA/BMW OICA/Daimler Truck OICA/General Motors OICA/Hino OICA/ Honda R&D OICA/Hyundai Motor OICA/Ford OICA/MAN EU OICA/Toyota Plastic Omnium New Energies Powertech Labs 	<ul style="list-style-type: none"> Quantum Fuel Systems RISE Sweden Tokyo University UK/Dept for Transport Ulster University USA/Dept of Energy USA/NHTSA VDA/Germany Westport Power Inc. Zhejiang University UK/Dept of Transport