

GRSP TF GTR 13 to UN-R 134, Sept. 06, 2022 (minu...

Date: Sep. 06, 2022, Microsoft Teams

Participants

- Salim Abdennadher (Renault/OICA)
- Alessia Bolla (Iveco/OICA)
- Alexandra Mulot (Utac, France)
- Amy Ryan (Toyota/OICA)
- Anais Garo (Utac, France)
- Andres Fernandez Duran (Iveco/OICA)
- Ansgar Pott (Hyundai/OICA)
- Anton Weiler (IAV)
- Ayako Sugita (Toyota/OICA)
- Hans Lammers (RDW, Netherlands)
- Harald Beck (MAN/OICA)
- Hyunki Kim (Hyundai/OICA)
- Ikuya Yamashita (Honda/OICA)
- Karine Pelletier (Volvo/OICA)
- Klaus Keck (Daimler Truck/OICA)
- Marco Aimo-Boot (Iveco/OICA)
- Marta Angles (IDIADA, Spain)
- Martin Koubek (NHTSA, USA)
- Masaaki Iwasaki (Toyota/OICA)
- Mike Levet (DfT, UK)
- Myrna Cashatt (Linamar)
- Nakanishi Tohru (METI, Japan)
- Seonghoon Kim (Hyundai/OICA)
- Patrick Breuer (Hexagon Purus)
- Paul Dijkhof (Kiwa)
- Richard Trott (Forvia/CLEPA)
- Romain Ladret-Piciorus (EU Commission)
- Yoshinori Tanaka (NTSEL, Japan)
- Toshinori Narumiya (KHK, Japan)
- Junichi Tsukada (JASIC, Japan)
- Volker Rothe (Stellantis/OICA)
- Kazumi Watanabe (JASIC, Japan)
- Shinya Yamamura (MLIT, Japan)
- Yoshio Fujimoto (Toyota/OICA)
- Yves van der Straaten (OICA)

- Annett Schuessling (Lifte H2)
- Hisamoto (KHK, Japan)
- Wataru Okuyama (MLIT, Japan)
- Takehana Tatsumi (KHK, Japan)
- Ylva Castenhag Blomström (Scania /OICA)

Agenda

1. Welcome & Roll call
2. Review of comments document
3. Other
4. Next meeting

Minutes

- Material compatibility requirements: Fujimoto-san presented the justification for the deletion of § regarding non-metallic material for valves_v2.
<https://lifteh2.box.com/v/non-metallic-materials>
- Post-crash requirements: rewording of §7.2 (a).
 - OICA proposes to rephrase the paragraph as follows and to include the H2 requirements in UN-R 94 and UN-R 137
 - Frontal impact test in accordance with UN Regulation No. ~~12~~137, **and/or** UN Regulation No. 94, **to the extent where the Regulations apply as prescribed in their scope**
 - Japan is concerned that "and/or" might be too vague and leaves room for the manufacturers to choose according to their preference
 - Frontal impact test in accordance with UN Regulation No. ~~12~~137, **and** UN Regulation No. 94, **to the extent where the Regulations apply as prescribed in their scope**
- OICA would like to discuss the deletion of § alternative lateral impact test: The subject of the concern is the distance requirements as it will reduce significantly the H2 storage for medium/light duty vehicles.
 - OICA proposes to keep the alternative impact test
 - the test procedure should be revised to address different installation situations, which are not covered by the UN-R 95
- COP requirements
 - Japan is concerned that by deleting §9.3 Contracting Parties would not be able to identify the safety standards applied by other Contracting Parties
- Several editorial changes were made by Iwasaki-san, secretary of IWG GTR 13 Phase 2, to reflect the changes in the GTR 13 draft
<https://lifteh2.box.com/v/draft-R134-02e-v10>

- Next meeting
 - depending on availability of EU Commission representative
 - proposal to be sent after alignment
 - target date October 4th 2022, 9.30 to 11.30 am (CET)