

EV / HFCV retrofit systems

On-line meeting

29 January 2025

Meeting Minutes

1. The representative of France, moderating this meeting, opened the meeting and welcomed the participants. The representative of France, Germany, Italy, Japan, Spain, Sweden, the European Commission, CITA and Retrofit Mobility Europe (RME) attended the meeting.
2. The representative of France introduced the agenda, that was adopted by the participants.
3. Under agenda item 3, the secretariat introduced the various options for a governance of a potential new activity on EV/HFCV retrofit systems at WP.29. The representative of France thought a new Informal Working Group (IWG) under WP.29 would seem the most appropriate. The representatives of Italy and Spain supported the proposal from France, and also insisted on the importance of making sure the potential new activity can be flexible and deliver within a reasonable timeline.
4. The secretariat highlighted the higher transparency and visibility of IWGs compared with an ad-hoc activity, which might better suit the topic of EV/ HFCV retrofit, given the interest from stakeholders.
5. The representative of Germany and Sweden supported the proposal from France. The participants agreed to request WP.29 to initiate a new IWG on EV/HFCV retrofit under WP.29 at its next session in March 2025.
6. The representative of France volunteered to be part of the leadership team of this potential new IWG. The representative of Spain informed he would consult internally to assess a potential involvement of Spain in the leadership team. The representatives of CITA and RME also volunteered to support the work of the potential new IWG and its leadership.
7. The representative of the European Commission clarified that they were expecting to have an observer role in this activity and to liaise with other DGs on relevant topics.
8. The secretariat introduced options for potential deliverables of the group, highlighting that this topic would be covered again once the potential new IWG would initiate its activity once endorsed by WP.29. The representative of France highlighted that many UN Regulations from all GRs could be included in the potential new instrument on EV/HFCV retrofit, and that existing precedents (eg. in UN Regulation No. 115) demonstrated its feasibility.
9. The representative of Germany asked whether the screening of UN regulations potentially included in the EV/HFCV retrofit legal instrument was finalized and suggested to add consideration on cyber security and the topics included in UN Regulation No. 155. He also suggested to brain storm on the need for a new vehicle type to cover these kind of powertrain conversions. He concluded by raising the potential need to look at structural changes of modified vehicles and the impact on chassis strength and stiffness.
10. The representative of France highlighted the difference and complementarities between the EU and UN systems for approval of retrofit systems and suggested that UN focused more on technical regulations. The representative of Japan, as chair of the IWG on Cyber Security and (OTA) software updates (CS/OTA), invited the participants to also collaborate with the group on cybersecurity topics.
11. The representative of Sweden supported the inclusion of cybersecurity into retrofit systems considerations, and also suggested to include the forthcoming UN Regulation on system power in the

list of candidate UN Regulations to be considered. He also informed the participants that some retrofit systems were installed in new vehicles, potentially easing the certification process of those retrofit systems when installed in new vehicles.

12. The representative of Italy said many of those retrofitted vehicles were old vehicles, and that original compliance levels should be kept in mind when developing compliance requirement for retrofit systems to be installed in those vehicles. He thought that cybersecurity requirements would nevertheless be important to consider for all retrofitted vehicle ages.
 13. The representative of RME proposed to develop material to showcase how industry players are concretely implementing the existing regulatory frameworks. The participants agreed with this proposal.
 14. The representative of France suggested to consider tackling M, N and L category vehicles. He suggested T-category vehicle should be excluded from the scope despite some attempts to develop retrofit systems for those vehicles.
 15. The representative of RME highlighted that the business case for many different applications could evolve with the expected decrease of the cost of retrofit systems ,eg. for batteries used in EV retrofit systems. The representative of France suggested the group might start with higher-duty vehicle categories (M3/N3), to then cover lower duty vehicle categories (M2/N2, then M1/N1) as technology and costs evolve.
 16. The representative of Italy suggested that all categories to be considered from the beginning with more and more retrofit systems being available for M1/N1 and L category vehicles.
 17. The representative of France suggested to start developing Terms of Reference with potential discussion points left on square brackets, to be discussed as the group initiates its activities. He also highlighted the importance of deploying provision to ease mutual recognition as quickly as possible, with the aim to finalize a proposal for WP.29 by the end of 2026.
 18. The participants agreed to develop an informal document for the March 2025 session of WP.29 requesting the creation of a new IWG on retrofit systems and to start developing Terms of References detailing the activities of the group. They also agreed to hold another meeting on Wednesday 19 February 11.30-13.00 CET, on-line, to review the documents to be submitted to the March 2025 session of WP.29.
 19. The representative of France thanked the fruitful and productive exchange and adjourned the meeting.
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