

## Questions and suggestions about OICA draft for TF8

Q1: include vehicles in the 2,500-4,5236 kg range into the main document or annex?

Suggestion: include this part into the annex.

Q2: A.99.3.1.1.1. the requirement(c)” shall be removable only with the use of tools in order to be able to separate the connector” is contradict to the condition “separated without the use of tools”

Suggestion:remove requirement (c).



Q3: there is only color requirements about the marking.

Suggestion: add the dimensional requirement ,it could be zoom in equal proportion

Q4: A.99.3.1.1.1.4.2. “The symbol shall be visible on enclosures and electrical protection barriers, which, when removed, expose live parts of high voltage circuits. This provision is optional to any connectors for high voltage buses. This provision shall not apply to any of the following cases”

(a)where electrical protection barriers or enclosures cannot be physically accessed, opened, or removed; unless other vehicle components are removed with the use of tools.

(b)where electrical protection barriers or enclosures are located underneath the vehicle floor

Suggestion: the symbol must be visible on enclosures and electrical protection barriers, which, when removed, expose live parts of high voltage circuits in any conditions.

(we must consider the repairment safety)

Q5: A.99.3.1.1.2.3. In the case of motor vehicles which are intended to be connected to the grounded external electric power supply through the conductive connection, a device to enable the conductive connection of the electrical chassis to the earth ground for the external electric power supply shall be provided.

The device shall enable connection to the earth ground before exterior voltage is applied to the vehicle and retain the connection until after the exterior voltage is removed from the vehicle.

Compliance to this requirement may be demonstrated either by using the connector specified by the car manufacturer, by visual inspection or drawings.

The above requirements are only applicable for vehicles when charging from a fixed, dedicated charging point, with a harness of a maximum length, through a vehicle connector containing a plug and an inlet.

Suggestion: we can` t ensure the external e-power is well grounded, and maybe there is no pin for the vehicle to ground the electrical chassis on the external electric power connectors.

Q6:the definition of the tested device REESS

Suggestion: clearly definition of the REESS, consider the special situation for bus or truck test.

Q7: vibration test

Suggestion: we suggest random vibration test other than the swapping vibration, and we must consider the accelerations on x、 y and z directions. We segestion more manufacturers to join in the test to get more data to support our test parameters.

Q8: External short circuit protection

Suggestion:we could replace a new fuse before the charge and discharge circle and after the short circuit.