

TF EMC 3rd meeting**MINUTES**

Schedule: 24 October 2016 14:30 – 17:30
Venue: Geneva, Palais des Nations, room S1
Secretary: I. Cosadia

Participants: Mr. Javier (SPAIN) – *audio*
Mr. Golisch (OICA)
Mr. Goldbach (OICA)
Mr. Labza (OICA)
Mr. Yoon (OICA)
Mr. Kim (OICA)

1. Approval of the agenda

Document: [TF-EMC-03-01-rev.2](#) (TF EMC)

→ TF approved the agenda

2. General status of the revision of R10.05

Document: [TF-EMC-01-02](#) (TF EMC) minutes of TF-EMC-01
[TF-EMC-03-02](#) (TF EMC) Status of TF and next revision of R10.05
[GRE/2015/36](#) (China) Proposals to amend R10.05

- OICA presented TF-EMC-03-02. GRE/2015/35 had been entirely reviewed. China, OICA and IMMA positions are now completely aligned. The agreed modifications will be included in the draft revised version to R10.05. The representative of Spain had, at this point, one comment which was postponed to the discussion that took place under agenda item 4.
- OICA reported that the future revision of R10.05 will include technical and editorial corrections, for instance, the figures of the experimental setups for RESS charging, the aim being to align these R10 figures with last versions of ISO and CISPR. This revision will also bring some clarifications on the use of open area test sites and on ESA charging mode tests. The wording of some parts of the current text will also be aligned with CISPR12, and the wording for semi-anechoic chambers will be changed to “ALSE”. The changes proposed by China and aligned with OICA views will be included in the revision.
- OICA pointed out that its intention is to prepare a Supplement 2 to R10.05. OICA is currently compiling editing a draft and will share it to TF EMC delegates before the end of 2016, in order to prepare an informal document to be presented at GRE-77, in April 2017. The informal document would be available on the UN/GRE website around Mid-March 2017. Upon endorsement at GRE-77, the working document will then be sent to GRE-78.

- ➔ OICA reported having examined a request from EC concerning TPs, agreed that these need some clarification and propose to send the request to TF delegates to better analyze the provisions (see agenda item 5.). Finally, OICA reported that it is currently preparing further developments of R10 based on internal technical discussions, including the creation of a “technology roadmap” to identify future trends and to prepare a R10.06, which will be provided to TF EMC in 2017.
- ➔ The information reported by OICA to TF will be included in status report to GRE-76.

3. Current status on EMC of trolleybus

Document: [GRE/2014/41](#) (Belgium)
[GRE-73-20](#) (Russian Federation)
[GRE-74-12](#) (Russian Federation)
[TF-EMC-01-02](#) (TF EMC) minutes of TF-EMC-01
[GRE-75-13](#) (OICA) Applicability of R10 to trolleybus
[GRE-75-18](#) (TF EMC) Status report on TF EMC to GRE-75
[WP.29/GRE/75](#), §31 Report of GRE-75
[GRSG-110-08-Rev.1](#) (OICA) Applicability of R100 vs. R107
[GRSG-110-08](#) (OICA) Applicability of UN Regulations to trolleybuses
[WP.29/GRSG/89](#), §6, 7 Report of GRSG-110
[WP.29/1123](#), §30, 34 Report from June 2016 WP.29

- ➔ There is currently an activity at GRSP/GRSG to compare R100/R107 requirements in order to know where to include the provisions for trolleybus. The decision from the GRSP/GRSG is needed to see which of the two Regulations need amendments. Following last GRE-75, there was no further discussion with the Russian Federation. As far as TF EMC is concerned, the trolleybus topic is on hold for the time being.
- ➔ On a separate matter, OICA reported that a test track has been setup in Finland for trolley-trucks. OICA mentioned that this could be a topic for TF EMC in the future.

4. Update on the proposal from China

Document: [GRE/2015/36](#) (China) Proposal for a new Supplement to R10.05
[GRE-75-18](#) (TF EMC) Status report on TF EMC to GRE-75
[TF-EMC-03-03](#) (TF EMC) Alignments on China’s proposals

- ➔ OICA presented TF-EMC-03-03. The representative from Spain had one comment on point 2 of the document, concerning the modification of §7.4.2. (Approval’s limits), where evolution from 4 to 6% of maximum relative voltage is proposed. He pointed out that 6% is the applicable limit for "manual switching device" but that it will depend on the mode of operation of the device what limit it is applicable for each case. He was in favor of maintaining 4% and 6%, as indicated by the standard IEC-61000-3-3, which for the cases of manual switching applies the limit of 6% and 4% for equipment that can be switched by themselves during operation. For example an automatic recharge system that can monitor other charging points and can be activated or not depending on the load of the network. This would be a non-manual operation of the charging system, and therefore, would apply a limit of 4%.
- ➔ OICA thanked the representative of Spain for this comment and decided to check internally. Further exchanges with the representative of Spain is expected on this item. TF EMC agreed on all other remaining points of TF-EMC-03-03.

5. Clarification requests on R10.05

a. Interpretation of transitional provisions

Document: [TF-EMC-03-04](#) (EC) Clarification request for R10.05's TPs

- OICA presented TF-EMC-03-04, containing several questions asked by the representative of European Commission on the transitional provisions of R10.05. TF reviewed the questions and discussed about the changes introduced in R10 to handle charging systems.
- OICA pointed out that charging of the RESS was already introduced into 04 series of amendments, and that the 05 series introduced the coupling charging of an ESA. This background explanation could be used to answer most of questions.
- TF EMC decided that OICA will explain the situation during GRE-76 session and will further discuss with the representative of European Commission.

b. Vehicle vs. ESA type-approval

Document: [TF-EMC-03-05](#) (OICA) Vehicle vs. ESA type-approval strategy

- OICA presented TF-EMC-03-05 and related questions on which it requested the opinion of the CPs. After a round of exchanges, OICA pointed out that type-approvals of a charger according to 05 series should be done not only for trucks but only for passenger cars. 05 series was made for M1 and N1 vehicles. ESA should then be used for all vehicles.
- OICA suggested that TF EMC makes a presentation on this topic for GRE-77. The presentation should include the OICA interpretation and needs to be distributed to TF delegates to align, prior to GRE-77.

6. Additional safety related functions (AECS, etc.)

Document: [TF-EMC-01-02](#) (TF EMC) Minutes of TF-EMC-01
[TF-EMC-01-05](#) (NL) Discussion on AECD vs. R10

- OICA reminded the background of this topic, which is a residue from the 1st TF meeting. The current understanding is that R10 addresses all the additional safety related functions under ESA requirements.
- In order to clarify this position, OICA proposed to prepare a statement to share with CPs for next TF EMC meeting.

7. Next meeting dates and location

- The next TF EMC meeting would take place at OICA office in Paris, in January 2017. A doodle link will be sent to the delegates in order to set the exact date.