

Template for comments and secretariat observations

Date: 30 May 2019	Document: GTR13-5-11 TF5 Interoperability_v2.pdf	Project:
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MB/NC ¹	Line number (e.g. 17)	Clause/ Subclause (e.g. 3.1)	Paragraph/ Figure/ Table/ (e.g. Table 1)	Type of comment ²	Comments	Proposed change	Observations of the secretariat
JAM A		166 (c)		te	<p><i>“(c) Vehicle’s CHSS is able to safely be depressurized to a pressure of 0.5 MPa.”</i></p> <p>This sentence is misleading because it is expressed as if it were a requirement imposed on the vehicle side.</p> <p>Quotation from Clause 8.2.1.2 of ISO 19880-1 Post DIS ballot version 11:</p> <p><i>“— dispensing systems shall not fuel a vehicle which has a pressure lower than 0,5 MPa or a pressure greater than the appropriate vehicle NWP (i.e. 35 MPa or 70 MPa) after <u>this</u> process.”</i></p> <p>Note: “<u>this</u>” means a pressure integrity check (leak check) of the fuel hose, hose breakaway device, nozzle and connection to the vehicle before fuelling.</p> <p>This requirement is imposed on the hydrogen fuelling station side, not on the vehicle side.</p> <p>In the current GTR13, there are no requirements for the vehicle CHSS to be able to withstand a pressure of 0.5 MPa or less.</p> <p>If the statement 166(c) is added in Part I (Rationale), it will lead to completely new requirements to the vehicle CHSS.</p>	The sentence (c) should be deleted.	TF5: Agreed.
JAM A/JA RI		166 (d)		te	<p><i>“(d) Vehicle’s CHSS is able to safely accept at least 10 pauses during fuelling where the fuel rate drops below 0.6 g/s.”</i></p> <p>This sentence is also misleading because it</p>	The sentence (d) should be deleted.	TF5: Agreed.

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² **Type of comment:** **ge** = general **te** = technical **ed** = editorial

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					<p>is expressed as if it were a requirement imposed on the vehicle side.</p> <p>Quotation from Clause 8.2.1.2 of ISO 19880-1 Post DIS ballot version 11:</p> <p><i>“During the fuelling process, the dispensing system shall meet the following fuelling protocol limits, or terminate the fuelling within 5 seconds (but not necessarily initiate an emergency shutdown per Clause 5):</i></p> <p><i>[...]</i></p> <p><i>— a maximum of 10 pauses during fuelling where the fuel flow rate drops below 0.6 g/s.”</i></p> <p>This requirement is imposed on the hydrogen fuelling station side, not on the vehicle side.</p> <p>If the statement 166(d) is added in Part I (Rationale), it will lead to completely new requirements to the vehicle CHSS.</p>		
JAM A		166 (b)		te	<p><i>“(b) The receptacle mounting is able to withstand the breakaway force specified in a proper standard (ref. ISO 19880-3 and ISO 19880-1).”</i></p> <p>This sentence is also misleading because it is expressed as if it were a requirement imposed on the vehicle side.</p> <p>Quotation from Clause 8.3.4.1 of ISO 19880-1 Post DIS ballot version 11:</p> <p><i>“The hose breakaway device should disconnect when subjected to a maximum</i></p>	The sentence (b) should be deleted and ISO 17268 should be added as a reference to the vehicle side.	TF5: Agreed in principle. Also add SAE J2600.

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					<p><i>force of 1000 N but not less than 220 N independent of the operating pressure within the device when installed as specified by the manufacturer.”</i></p> <p>This requirement is imposed on the hydrogen fuelling station side.</p> <p>Requirements concerning breakaway forces imposed on the vehicle side are written in ISO 17268.</p>		
JAM A		166 (a)		te	<p><i>“(a) The receptacle pressure rating matches vehicle CHSS pressure rating (ref. Clause 5.2.1.1 of the GTR 13).”</i></p> <p>This sentence is not necessary because the texts concerning the pressure rating match between the receptacle and the CHSS are already written in Clause 5.2.1.1 and preamble 76 of the current GTR 13.</p>	The sentence (a) should be deleted.	TF5: Agreed.
JAM A		166		te	<p>Summarizing the above comments, sentences from (a) to (d) should be deleted and ISO 17268 should be added as a detailed guidance (which means informative, not normative for the vehicle).</p>	<p>A detailed guidance on general requirements for a hydrogen fuelling station (HFS) interoperability with a GTR 13 compliant hydrogen-fueled vehicle can be found in ISO 17268 or SAE J2600 on vehicle refuelling connection devices and ISO 19880-1:2019 on gaseous hydrogen fuelling stations. standard (ISO for short).</p> <p>An ISO-compliant HFS makes the following critical assumptions in regards to a hydrogen-fueled vehicle:</p> <p>(a) The receptacle pressure rating matches vehicle CHSS pressure rating (ref. Clause 5.2.1.1 of the GTR 13)</p> <p>(b) The receptacle mounting is able to</p>	<p>TF5: Agreed in principle.</p> <p>Insert the following words in red to the proposed text on the left.</p> <p>Also add the following sentence in lieu of the deleted text:</p> <p>It is assumed that during fueling an ISO-compliant HFS and a GTR 13 compliant hydrogen-fuelled vehicle are capable to</p>

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						<p>withstand the breakaway force specified in a proper standard (ref. ISO 19880-3 and ISO 19880-1)</p> <p>(c) Vehicle's CHSS is able to safely be depressurized to a pressure of 0.5 MPa (ref. SAE J2601 and ISO 19880-1), and</p> <p>(d) Vehicle's CHSS is able to safely accept at least 10 pauses during fueling where the fuel rate drops below 0.6 g/s (ref. SAE J2601 and ISO 19880-1).</p>	follow the same fueling protocol.
JAM A		Clause L.		ed	<p>The name of clause L: "<u>Critical</u> Interoperability Considerations."</p> <p>The word "Critical" is not appropriate.</p>	Change to "L. Interoperability Considerations"	TF5: Agreed.
JAM A		164		ed	<p>The abbreviation "PLC" is not explained.</p> <p>PLC: Programmable Logic Controller.</p>	Change "PLC" to "Programmable Logic Controller".	TF5: Agreed.
JAM A		172		ed	<p>The word "must" is not appropriate.</p>	<p>SAE J2799 utilizes one-way communication....</p> <p>If a sufficient error in communication is detected, or if communication is lost, the dispenser control must shall either switch to the non-com fueling protocol or stop fueling.</p>	TF5: Agreed.

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