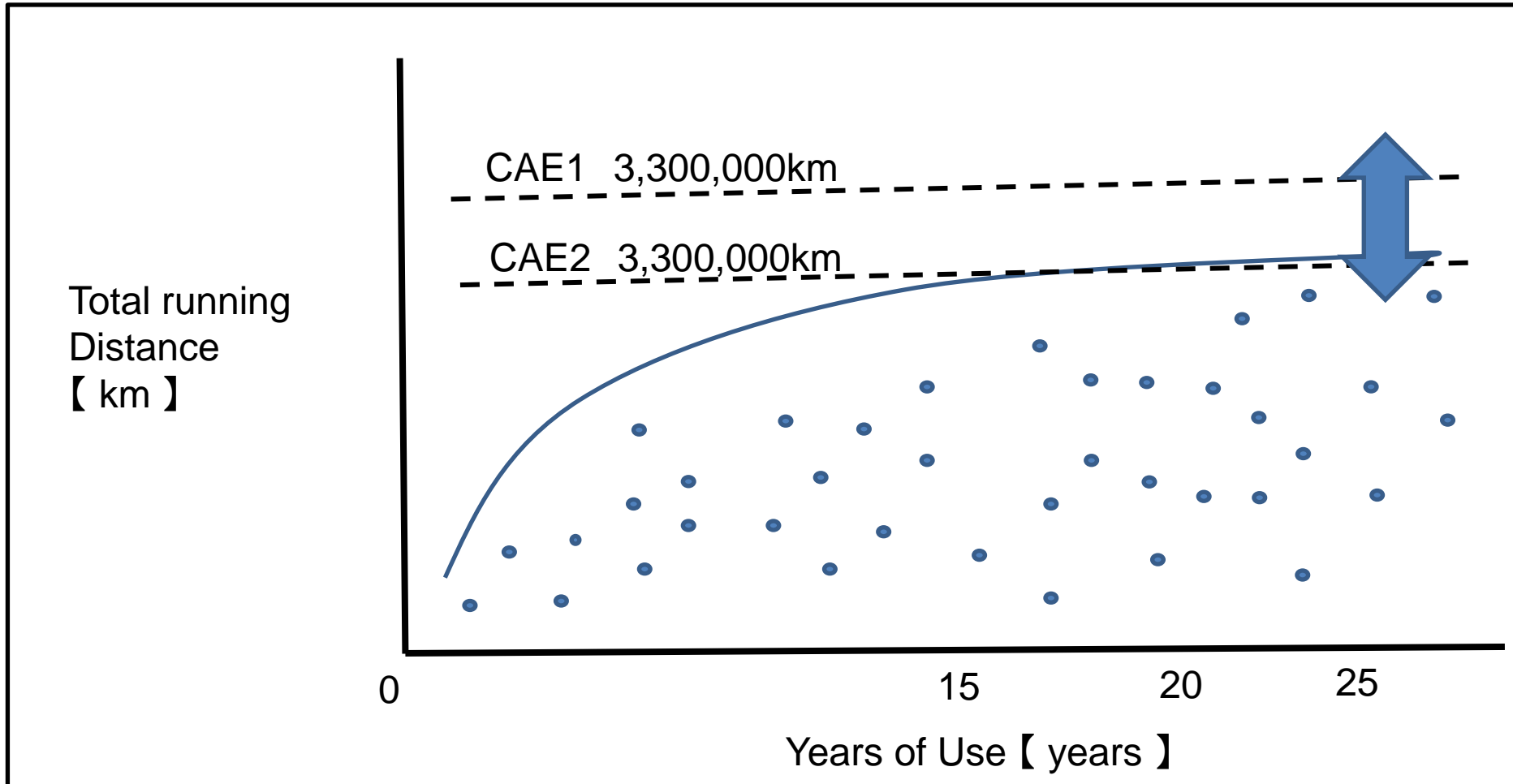


1. Baseline initial pressure cycle life

- TF1 agree at least 11,000 test cycles were required for HDV for 15 years service life.(at 6th IWG Meeting)
- After discussion about longer service life, TF1 agree to 25 years service life is needed for HDV.
- To determine the number of test cycles, it is necessary to check the actual driving record of HDV.
- TF1 request a data about actual driving record of HDV to each CP for this.

Data of actual driving record of HDV.(by JAMA)



2. TPRD Direction

→ After discussion, TF1 make a proposal about TPRD Directions.

- Upwards direction is within 20 degree.
- Downwards direction is within 45 degree.
- Deleted the current word.(Forward from the vehicle, or horizontally (parallel to road) from the back or sides of the vehicle.)
- Shall not be directed towards the vehicle's REESS and any exit(s).

TPRD Direction Proposal

- (b) Storage system TPRDs. With the vehicle on a level surface, the hydrogen gas discharge from TPRD(s) of the storage system shall be directed upwards within 20° of vertical relative to the level surface or downwards within 45° of vertical relative to the level surface. Additionally, the hydrogen gas discharge from TPRD(s) of the storage system shall not be directed:
- (i) Into enclosed or semi-enclosed spaces;
 - (ii) Into or towards any vehicle wheel housing;
 - (iii) Towards hydrogen gas containers;
 - (iv) ~~Forward from the vehicle, or horizontally (parallel to road) from the back or sides of the vehicle.~~
 - (iv) Towards the vehicle's REESS
 - (v) Towards any exit(s)

3. Acceleration / Installation

→ TF1 had already discussed and decided to exclude it.

→ OICA suggest a new proposal like following.(each CP be able to apply the criteria according to the decision.)

Post Crash provisions in GTR13 – (1/3)

...

4.2. Each contracting party under the UN 1998 Agreement shall maintain its existing national crash tests (frontal, side, rear and rollover) and use the limit values of section paragraph 5.2.2. for compliance.

4.3. In case a contracting party under the UN 1998 Agreement requires a crash impact simulation (sled test) the procedure set out in paragraph Z shall apply and the provisions in paragraph 5.2.2.3. shall be used for compliance.

→ It is necessary to decide whether to introduce it. TF1 request to decision of each CP. (if it is decided, TF1 will make a proposal)

4. Other agenda

→ TF1 request to decision of each CP : Vehicle class / permeation / Hydrogen leakage