

## **1<sup>st</sup> Meeting: WP29 - GRSP - WG on Electrical Safety (ELSA)**

**Geneva – United Nations**

**14 January 2008, 2:30 – 5:30 pm**

### **Meeting Report**

Mr. Rothe substituted as chair of the WG in place of Mr. Thomas Sasse (TUV), who was unable to attend.

The 26 Participants from 11 countries introduced themselves in a short roll call (see the attendance list at the end of this report).

The focus of the 1<sup>st</sup> meeting of the working group “electric safety” was to clarify its scope of responsibility.

The WG has a clear mandate to work on an amendment for the existing ECE R100 to accommodate Hybrid vehicles and FCVs. (ECE/TRANS/WP.29/1064: *WP.29 agreed to set up an informal group under GRSP to deal, under Regulation No. 100, with electric safety of electric, hybrid and hydrogen/fuel cell vehicles*).

It was also contemplated by WP29 when it chartered the electric safety WG that its work output should be adopted within the FCV GTR. At least AC3 recognized the electric safety group, but an official mandate for the FCV GTR work is needed.

However, there are significant issues relating to this dual WG responsibility to amend ECE R100 and provide electrical safety content for the FCV GTR.

One issue is the significantly different timetables for accomplishing these two tasks. There is an urgent need to amend ECE R100 to facilitate Type Approval of vehicles that use higher voltage. It is expected that these revisions that involve only signatories to the 1958 Agreement can be accomplished quickly. In contrast, the FCV GTR is on a longer timetable and involves a different set of signatories to the 1998 Agreement. It may be very difficult to reach agreement on the full text of electrical safety provisions for inclusion in the FCV GTR within the compressed timeframe for updating ECE R100.

Compounding this timing disparity is the fact that ECE R100 is focused on in-use electrical safety, whereas North America at least will want the FCV GTR to include post-crash electrical safety provisions similar to the approach taken in MVSS 305. This need for different regions to evaluate and accept in-use versus post-crash provisions that they are not already familiar with is likely to considerably delay completion of the electrical safety portions of the FCV GTR compared to the urgent need to update ECE R100.

OICA proposed to harmonize the electric safety “in use” requirements for R100 and FCV GTR and then add the specific post crash requirements for the FCV GTR.

Mr. Rothe on behalf of Mr. Goldbach (GME) gave a presentation with focus on the proposed amendment for ECE R100 (see annex), the draft proposal was submitted to GRSP (GRSP-42-01). Japan pointed out, that an overview about their new regulation on electric safety of HEV and BEV was presented in GRSP too (GRSP-42-26).

The US raised the question, how the high voltage requirements generally should be incorporated into the FCV GTR. OICA is concerned about a potential delay in the R100 discussion because of the FCV GTR.

Finally attendees at the electrical safety WG expressed willingness to support both the update to ECE R100 and to develop content for the FCV GTR, but requested clarification of their mandate given the difficulties associated with this dual responsibility. Mr. Rothe will share these discussions with the chair of the electrical safety WG (Mr. Sasse). The chairman should also contact the 2 other Co-sponsors USA and Japan to discuss this issue. In addition, Mr. Albus (Germany) will seek clarification from WP29 and AC3 regarding the scope and priority of responsibilities for the electrical safety WG.

Mr. Hubert (UNECE) reminded the group to provide the GRSP with a document with the terms of reference for the electric safety. He also recommended the WP29 website to post the meeting documents and offered his help for this task.

Mr. Rothe pointed out that the group needs a secretary to support the chairman for the organization and documentation. A quick survey did not find a volunteer for this task. Mr. Rothe will discuss this question with the chairman.

It was proposed to hold future meetings of this WG in conjunction with the HFCV SGS meetings. However, the meeting schedule has to be discussed with the chairman and will depend on the workload and timing.

Mr. Rothe thanked participants for their contributions and adjourned the 1<sup>st</sup> meeting of WG Electric Safety (ELSA).

Annex1: Attendance List

Annex 2: Presentation "1<sup>st</sup> meeting of informal group" by Mr. Goldbach