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Federal Ministry of Transport, Building and Urban Affairs

- Christoph Albus
 Head of Division S 34
 Vehicle Engineering / Environment
- GRPE / WP.29
- Project Management of HFCV project



The HFCV GTR project

- Development of a GTR for Hydrogen-/Fuel Cell Vehicles
- 3 co-sponsors (Japan, USA, Germany)
- Action plan: AC.3 Dokument -ECE/TRANS/WP.29/2007/41
 - Informal document March 2007
 - On agenda for adoption in June 2007



Hydrogen- / Fuel Cell Vehicles

- Technological aspects
 - Safety aspects (SGS)
 (Hydrogen H2, high pressure, high voltage)
 - Environmental aspects (SGE)
- Three main questions
 - Differences to conventional vehicles ?
 - What should be regulated?
 - What can be harmonized (ww) ?

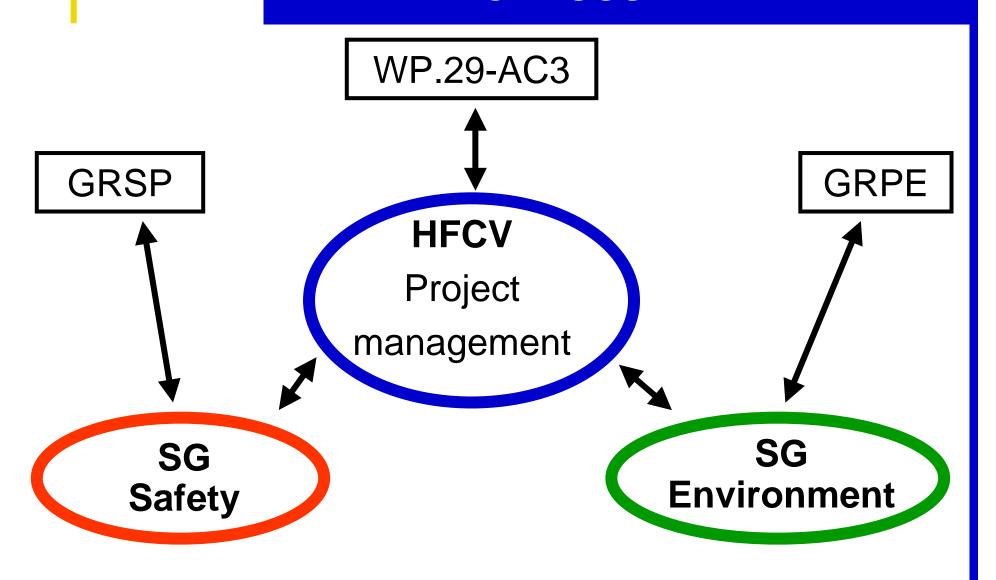


History and status quo of national / regional requirements for H2- / FC vehicles

- GRPE activities
- Japan legislation 3/05
- Europe Regulation in preparation
- AC.3 decision about HFCV structure (June 2005)

Outstanding: action plan as a basis for HFCV and the technical work of the two sub groups



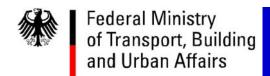




The HFCV Action Plan

(ECE/TRANS/WP.29/2007/41)

- Objective of the proposal
- **II.** Safety Requirements
- III. The GTR development process



I. Objective of the proposal

- Development of a HFCV GTR
 - Attains equivalent levels of safety as those for gasoline vehicles
 - Is performance based and does not restrict future technologies
- H2 powered vehicle technology is still emerging
 - Researchers input is a vital component



I. Objective of the proposal

- Based on a comparison of existing regulations and standards for HFCV with conventional vehicles:
 - Differences in safety and environmental aspects
 - What items need to be regulated



II. Safety Requirements

- Vehicle occupant protection (crash test)
- Fuel Integrity (crash test)
- Fuel Integrity (system safety and system requirements)
- Component requirements
- Electric isolation and electric safety



Vehicle Fuel Integrity (Table 1)										
		Conventional Gasoline and Electrical / Hybrid			CNG/LPG			Hydrogen- / Fuel Cell- Vehicle		
		Japan	EU	US	Japan	EU	US	Japan	EU***	US
Fuel Integrity Crash test	Full frontal	50	N	48	N	N	48	50	N	N
	Offset frontal	N	N	N	N	N		N	N	N
	Side	50	N	53	N	N	48	50	N	N
	Rear	50	N	80	N	N	48	50	N	N
	Rollover	N	N	Static rollover	N	И	N	N	N	N
	Fuel tank and underride protection		Y	N		Y	Y (Tank)		Y	N
	Fuel lines		Y	N		Y		Y	Y	N
	Detection of leakage	N	N	N	N*****	N	N	Y	N	N
	Purge gas							Y	N	N
Integrate system safety and system requirements	Blow off	N/A	N/A	N/A	N	N	N	N	Y	N
	Container Assembly	N/A	N/A	N/A	N	Y	Y	Y	Y	N
	Fault Strategy / Safety management system	N	N	N	N	И	N	N	Y	N
	Prevention of misfueling	N/A	N/A	N/A		Y			Y	
	Installation and mounting requirements		Y		Y	Y		Y	Y	



		1	Vehicle F	uel Inte	grity (Ta	ble 1)				
		Conventional Gasoline and Electrical / Hybrid			CNG/LPG			Hydrogen- / Fuel Cell- Vehicle		
Component requirements	Container	N/A	N/A	N/A	Y	Y	Y	Y	Y	N
	Container Attachments	N/A	N/A	N/A	Y	Y	N	Y	Y	N
	Other components of the fuel system	N/A	N/A	N/A	Y	Y	N	Y	Y	N
	Fuel Cell	N/A	N/A	N/A	N/A	N/A	N/A	N	N	N
Electrical Isolation and electric safety *	In-use	N	Y****	N	N/A	N/A	N/A	Y	N+***	N
	During and post crash	N	N	Y	N/A	N/A	N/A	N	N****	Y
	Total electric safety		N****					Y	N****	

Y Mandatory Requirement

N No requirement N/A Not applicable

* For Electric, Hybrid or Fuel Cell Vehicles

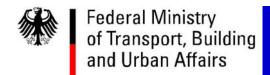
** N1 vehicles with side fuel container

*** Draft European H2 Regulation (already applicable in Germany)

**** Draft proposal to amend ECE-R 100 is under discussion

***** Odorant in CNG fuel

No's in table : Impact speed [km/h]



	Vehicle Occupant Protection (Table 2)							
	Japan	EU	US					
Full frontal	50 km/h	Y	48 km/h					
Offset frontal	N	56 km/h	N					
Side deformable barrier	50 km/h	50 km/h	53 km/h					
Side pole	N	N	53 km/h					
Rear	N	N	N					
Rollover	N	N	Y					
Roof crush	N	N	Y					



III. The GTR development process

- The GTR will cover:
 - FC, ICE
 - CGH2, LH2
- Vehicle categories (applicability, scope): tbd
- Two step approach (Phase 1, 2)



Phase 1

- Component and subsystem requirements (non-crash test based)
- Crash testing based on national requirements, but harmonization of hydrogen leakage requirements
- Preparation of Phase 2 (research, test data, risk analysis, etc.)



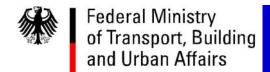
Phase 2

- Update and improvement of the HFCV GTR taking research and technology development into account
- Discuss how to harmonize crash test requirements for HFCV



Timeline for phase 1

- GRSP June : setting up & formation of SGS
- GRPE June: Next SGE meeting
- WP.29/AC.3 June: adoption of the action plan (TRANS/ECE/WP.29/2007/41)
- September 2007: First SGS meeting
- 2010 GTR proposal (phase 1) to AC.3



The September SGS meeting

- Location : Bonn, Germany (proposal)
- 2 days (date ?,)
- chair tbd (co-chairmanship Japan/USA)
- agenda:
 - Formation of SGS
 - Action plan of the HFCV project
 - Information about Japanese H2 legislation
 - Detailed time schedule



Formation of the HFCV SGS (Invitation)

Members of GRSP +

Members of original HFCV group (GRPE)

New HFCV - SGS



Electric safety

- Item under HFCV-SGS (fuel cell)
- 2 proposals Japan and Germany to amend ECE-R 100 concerning high voltage / electric shock protection (GRPE Jan. 2007)
- WP.29 decided in March 2007, that GRSP should take the responsibility for ECE-R 100

Open question: Informal group under GRSP or under SGS



Thank you for your attention

narusawa@ntsel.go.jp

nha.nguyen@dot.gov

christoph.albus@bmvbs.bund.de