

Collected Action items for Task Force Meeting and SGS-8 Meeting  
DRAFT

### Task Force Meeting

TF1. Storage system prequalification when component(s) are exchanged: Germany to review the level of safety and determine if it is equivalent (with the inclusion of the recommendations in Part A) to existing regulations (Germany and Japan should check).

TF2. OICA will draft supplemental rationale for taxis to be considered as passenger vehicles (basically, that the 5,500 cycles are sufficient for taxis).

TF3. Germany will verify if hydraulic testing is conducted on the cylinder or on the system.  
NOTE: This has been resolved - only the bonfire test needs to be conducted on the system.

TF4. ISO will check on the equivalence safety between this new OICA proposal and the existing ISO proposal.

TF5. US and OICA will propose modification to the language in section B.5.1.3.2 so that it is not a mix of procedure and requirement.

TF6. ISO will check on the equivalence of this new proposal (section B.5.1.3.2) and the existing ISO procedure.

### **SGS-8 Meeting: All action items are due no later than March 31, 2010.**

1. Secretary will update section A.2.2 to include reference to ELSA
2. Draft language will be proposed and inserted in Part B to address the issue of maximum NWP of 70MPa.
3. Germany and Japan will provide sample language on pressure limits from existing regulations.
4. BMW and GS will work to develop a more correct (generic) Figure 4.
5. Secretary will work to correct the reference to current Powertech report, or to revise the text of the Powertech report to include more information on this issue.
6. Mr. Albus will obtain a legal opinion on the inclusion of the supplemental requirements for type approval in Part A. (this was discussed in the Task Force meeting)
7. Contracting parties will draft text for Part A to address the recommendation for monitoring/measuring residual life of cylinders
8. Contracting parties and other participants should provide the Secretary with the information that should be recommended for inclusion on the refueling port.
9. Secretary and co-sponsors will work to improve the Purpose paragraph in Part B.
10. Each contracting party will draft a rationale for or against limiting the GTR to current tank types.

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11. OICA will provide justification for the changes to the LBB test to support the change from 150% to 125% and for the reduction in the number of cycles from 15,000 to 11,000.
12. OICA will provide rationale for the removal of the boss torque test requirement, text to be included in Part A.
13. Parties are asked to provide data to support higher number of cycles for Performance Durability tank testing (the taxi issue).
14. CS/OICA will provide documentation/rationale to support the modified Expected On-Road Performance test sequence is equivalent to previous sequence
15. GS, CS, OICA, and Paul Adams (HySAFE) will draft text for Part A that explains how the equation of allowable permeation rate as a function of vehicle size and garage size.
16. Japan will check permeation test results to confirm that the value is consistent with HySAFE value.
17. US will provide a proposal for the combined localized + bonfire test procedure.
18. Germany to provide rationale for the ECE-R110 two-tank requirement for bonfire test (one tank at reduced pressure) and relevance given current TPRDs
19. BMW will provide a revised LH2 section, assuming the structure of the section on CH2 revised draft does not change (substantially).
20. OICA will draft text for performance-based requirements for safe refueling.
21. ISO will provide text of the DIS for refueling receptacle. SAE will provide similar.
22. OICA, in collaboration with JASIC and Japan delegation, will prepare alternate text and test procedure for air tightness.
23. All contracting parties and interested participants are asked to review the proposed language on protection of the vehicle fuel system against burst.
24. Manufacturers will provide information on the telltales/warnings that are visible or provided in their demonstration vehicles
25. Interested parties will submit written comments on the proposed text for fuel leakage limit (post crash).