Informal document GRSP-54-37
(54th GRSP, 17 - 20 December 2013,
agenda item 20)

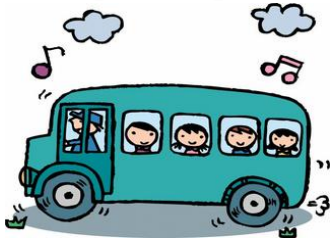
Scope of the Draft Regulation on Hydrogen and Fuel Cell Vehicles

GTR

Driver + 8 passengers
4.536 t

Test cycles;
5,500 cycles
7,500 cycles
11,000 cycles
(≒ 2 times × 356 days × 15 years)

The Draft



Driver + 22 passengers
12 t

Test cycles;
11,000 cycles ?

- Many Large vehicles drive long distances.
- Is 11,000 test cycles sufficient for large vehicles?
- Scope should not change from the GTR's scope.

METI, Japan (1)

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LHSS of the Draft Regulation on Hydrogen and Fuel Cell Vehicles

GTR

CHSS
(Compressed Hydrogen Storage System)

[Option]

LHSS
(Liquefied Hydrogen Storage System)

The Draft

CHSS

~~**LHSS**~~

- **LHSS is “Option” in the GTR.**
- **LHSS should be deleted from the Regulation on hydrogen and fuel cell vehicles.**

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Batch Tests and Production Tests of the Draft Regulation on Hydrogen and Fuel Cell Vehicles

	R67 (LPG vehicles)	R110 (CNG vehicles)	No406/2010* (CHG vehicles)	The Draft
Type approval test	Specified	Specified	Specified	Specified
Batch tests	Specified	Specified	Specified	(none)
Production tests	Specified	Specified	Specified	(none)

*COMMISSION REGULATION (EU) No406/2010(implementing Regulation (EC) No79/2009 of the European Parliament and of the Council on type-approval of hydrogen-powered motor vehicles)

- **From the point of view of safety, batch tests and production tests should be specified in the Regulation on hydrogen and fuel cell vehicles.**

METI, Japan (3)

Informal document GRSP-54-37
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Structure of the Draft Regulation on Hydrogen and Fuel Cell Vehicles

	Application for approval	Granting type approval	Approval mark	Communication
Hydrogen storage system	Para.3.1.	Para.4.1.1.	Para.4.6.2.	Annex1 Part2-1
Specific component	Para.3.2.	Para.4.1.2.	Para.4.6.3.	Annex1 Part2-2
Vehicle	Para.3.3.	Para.4.1.3.	Para.4.6.1.	Annex1 Part2-3

- In the case of a hydrogen storage system, the approval mark should be placed on the container.
- From the point of view of safety, the approval mark should be visible on the specific component in order to manage the scheme.
- "Annex1Part2" should be divided into "Part2-1", "Part2-2" and "Part2-3".

METI, Japan (4)

Informal document GRSP-54-37
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Labelling of the Draft Regulation on Hydrogen and Fuel Cell Vehicles

	The Draft (minimum labelling)	Japanese Proposal	Para.
On container  	"name of the manufacturer" "serial number" "date of manufacture" "NWP" **"type of fuel"** "date of removal from service"	The following item should be added. **"MFP"**	5.6.
On valve unit (specific components)	(none)	The following items should be added. "name of the manufacturer" "serial number" "date of manufacture" **"MFP"** "NWP" **"type of fuel"**	5.6.1.

Photo by TOYOTA MOTOR CORPORATION

- From the point of view of safety, labelling on the container and the valve unit are important in order to manage the scheme.

- In labelling, particularly important items are "MFP" and "type of fuel".

METI, Japan (5)