

Informal Group on Electric Safety (ELSA)

The text reproduced below was prepared by the experts from Germany regarding the informal group of electric safety. It is based on the terms of reference of ELSA (document ELSA-02-03) to be aligned with the current schedule of the gtr on hydrogen fuel cell vehicles.

A. PROPOSAL

The setup of the Informal Group on Electric Safety (ELSA) was endorsed by WP.29 at its 144th session with a mandate of the group to work under the 1958 and the 1998 agreement limited until June 2010. The objective of the group was to establish electric safety provisions for electric, hybrid and hydrogen/fuel cell-vehicles during “in-use” and “post-crash” and to give guidance on electric safety to the HFCV GTR Subgroup Safety (SGS). The informal group has also developed the 01 series of amendment of Regulation No. 100 on the electric safety of vehicles especially to incorporate the requirements for high voltage components.

The HFCV GTR SGS has proposed to submit a draft gtr on HFCV to GRSP for the session in December 2011. The adoption of the draft gtr is scheduled for the session of WP.29 in June 2012.

Within GRSP it was agreed to start further activities on developing requirements for electric vehicles under the mandate of the ELSA group like the activities of the group of interested experts to set up electric vehicle post crash requirements (EVPC) and the activities of the group of interest experts to introduce safety requirements for rechargeable energy storage systems of electric vehicles (RESS). These activities were reported to and endorsed by WP.29. The EVPC activities were finalized in amending the ECE regulations 12, 94 and 95. The RESS activity is still ongoing. Phase 1 of this activity, which is covered by the terms of reference in Informal document GRSP-49-03, is planned to be finalized by end of 2011.

Germany is proposing to extend the mandate of the ELSA group for three reasons.

- The first reason is to enable the ELSA group to guide the HFCV gtr until the adoption by WP.29 and to give further advice to the HFCV GTR SGS if it is requested.
- The second reason is to let the RESS group finalize the work on setting up requirements on the safety of energy storage systems.
- The third reason is with regard to future potential ECE activities on safety requirements for electric vehicles. The current discussions and requests within the RESS group show that there is a global interest in having internationally harmonised requirements for electric vehicles. A gtr on the safety of RESS might be a candidate for a new gtr. It could therefore be beneficial to have the possibility of discussing this subject within the group of experts of ELSA.

Germany is therefore requesting GRSP to extend the mandate of the ELSA group. Ideally the mandate shall be extended until December 2012 (52th session of GRSP) but it should be linked to the progress and the finalisation of the work on the HFCV gtr. The adoption of the HFCV gtr is scheduled to be done at the AC.3 session of WP.29 in June 2012 or November 2012 the latest.