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Meeting Report

2nd Meeting of RESS

Paris – French Automobile Association January 11th and 12th, 2011

The Chair of the working group, Gerd Kellermann, welcomed the attendees in Paris.

The agenda for the second meeting (RESS-2-1Rev.1) and the Minutes of the first meeting (RESS-1-5) were agreed by the group.

The chair of the informal working group gave an oral report about the outcome of the 48th GRSP Meeting regarding RESS. The official report of the GRSP Meeting reflects the following:

Documentation: Informal documents Nos. GRSP-48-01-Rev.1 and GRSP-48-10

“37. The Chair of the group of interested experts on Rechargeable Energy Storage Systems (RESS) introduced GRSP-48-01-Rev.1 (superseding GRSP-48-10) concerning the terms of reference of the group. The experts from EC and the United Kingdom expressed concerns on the lack of clarity in the program of work and on expert participation in the group and requested a clearer framework. GRSP recommended to all the Chairs of the informal groups to ensure traceability of expert mandates for their participation in the meetings. Moreover, GRSP requested all experts to provide comments on GRSP-48-01-Rev.1 to the Chair of the group to finalize a proposal at the May 2011 session of GRSP. Finally, GRSP agreed to preliminarily inform WP.29 at its March 2011 session on the basis of an informal document.”

After the report JASIC introduced the document RESS-2-3 “Suggestions for the development of RESS Regulation”. In the document JASIC expressed their concern whether the time line as defined in the ToR can be fulfilled with the existing workflow. It was agreed that a set of requirements has to be ready by the end of 2011. Furthermore the requirements regarding RESS should be performance and not chemistry orientated. Also the two step approach - RESS as part of the vehicle or RESS as a component - should still be followed. If the timeframe of the ToR could not be fulfilled it was the understanding of the group that in a first step the group has to focus on Li-ion batteries and on the system approach – RESS part of the vehicle.

If the group is interested in an extension of the scope of the working document to vehicles of category L, this has to be agreed by GRSP.

For a possible GTR about RESS a Contracting Party has to volunteer as a sponsor.

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After the discussion of the Japanese document the group started to go through the working document. The outcome of the discussion is incorporated in document RESS-2-2 Rev.2.

At the end of the Meeting it was agreed that following groups should finalize the following topics:

3.1 Vibration

=> German Group & Japan

3.2 Thermal Shock and Cycling

=> German Group

3.3 Dewing (temperature change)

=> Still under discussion whether requirements are necessary.

3.4 Mechanical impact

=> German Group & Japan

3.5 Fire Resistance

=> Sweden

3.6 External Short Circuit

=> German Group

3.7 Overcharge Protection

=> BMW & TÜV

3.8 Over-discharge Protection

=> To be finalized by the Secretary of the group

3.9 Over-temperature Protection

=> France car manufacturers

3.10 Protection against direct contact

=> To be finalized by the Secretary of the group

3.11 Emissions

=> Ford & Continental

3.12 Over current charge and discharge

=> No longer necessary because captured by the other topics

3.13 Short circuit (internal)

=> No longer necessary because captured by the other topics

It was agreed that the groups should deliver the outcome of their work until **March 7th, 2011** to the Secretary of RESS. He will then compile a new working document. This document has to be distributed to the RESS members before the third meeting as preparation of the meeting.

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Date and venue of the next Meeting

The attendees agreed that the next RESS Meeting will be held at the SP facilities in Boras, Sweden on April 12th until April 14th.

Thomas Goldbach,

11.04.2011