

Progress Report on the Informal Working Group (IWG) for the GTR 20 on Electric Vehicle Safety (EVS)

67th Session of GRSP

July 2020

The last meeting of the IWG for GTR on EVS Phase 2 was in December 2019. Since then, IWG held one virtual meeting through Webex. The meeting of Co-sponsors + was on 25 of June and it included delegates from the Contracting parties, including the EC Joint Research Office, which hosted the meeting.

The main purpose is to inform each other of any regulatory and research developments. The fact that most activities by governments and the industry slowed down or stopped is setback for our IWG. It is very encouraging that based on the information from the last meeting, manufacturers and labs are resuming their work.

Some of the outstanding technical issues that still need research and validation tests include the methods for initiation of the thermal runaway propagation: we are evaluating proposals by Japan and Canada. We are evaluating an OICA proposal concerning in-use (during driving mode) low energy criteria. We are also studying the sled test, because the acceleration values are so low that they are deemed inappropriate for heavy-duty vehicles.

The US shared research reports that have been published by NHTSA that cover battery diagnostics, battery thermal runaway triggering techniques, and management of stranded energy in an REESS. China informed the Group of its new national mandatory standard that is expected to be fully in force in January 2021. The national standard covers functional requirements for acceleration and deceleration and battery safety.

Given the constraints, the IWG has made good progress but most likely will need additional time. Next virtual meeting will be scheduled in September or early October, where IWG plans to discuss the mandate extension.