

## **Proposal for the supplement 3 to the original version, the supplement 4 to the 01 series of amendments and the supplement 1 to the 02 series of amendments to UN Regulation No. 135 (Pole side impact)**

### **Submitted by the expert from International Organization of Motor Vehicle Manufacturers\***

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA).

The proposal aims to amend the details of the requirements for post-crash safety of hydrogen fuelled vehicles based on the amendment 1 of GTR13.

The modifications to the current text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

## **I.Proposal**

*Paragraphs 2.3. and 2.4., amend to read:*

"2.3. "Compressed hydrogen storage system (CHSS)" means a system designed to store compressed hydrogen fuel for a hydrogen-fuelled vehicle and composed of a ~~pressurized~~ container, **container attachments (if any), and all primary closure devices required to pressure relief devices (PRDs) and shut off device** ~~that~~ isolate the stored hydrogen from the remainder of the fuel system and the environment.

2.4. "Container (for hydrogen storage)" means the **pressure-bearing component on the vehicle** ~~within the hydrogen storage system~~ that stores the primary volume of hydrogen fuel **in a single chamber or in multiple permanently interconnected chambers.**"

*Insert new paragraph 2.4.1., to read*

"2.4.1. "Container Attachments" mean **non-pressure bearing parts attached to the container that provide additional support and/or protection to the container and that may be only temporarily removed for maintenance and/or inspection only with the use of tools.**"

*Paragraph 2.10., amend to read:*

"2.10. "Hydrogen-fuelled vehicle" means any motor vehicle that uses compressed gaseous hydrogen as a fuel to propel the vehicle, including fuel cell and internal combustion engine vehicles. Hydrogen fuel for the ~~passenger~~ vehicles is specified in **ISO 14687:2019 and SAE J2719\_202003**. ~~ISO 14687 2:2012 and SAE~~

---

Paragraph 2.14., amend to read:

- “2.14. "Passenger compartment ~~with regard to occupant protection~~" means the space for occupant accommodation, bounded by the roof, floor, side walls, doors, outside glazing, ~~and~~ front bulkhead and the plane of the rear compartment bulkhead or the plane of the rear-seat back support, **as well as by the electrical protection barriers and enclosures provided for protecting the occupants from direct contact with high voltage live parts.**”

Delete Paragraph 2.15.

Paragraphs 2.16. to 2.56. (former), renumber as paragraph 2.15. to 2.55.

Annex 6, paragraph 2.1., amend to read:

- "2.1. "Enclosed spaces" ~~means indicates~~ the special volumes within the vehicle (or the vehicle outline across openings) that are external to the hydrogen system (storage system, fuel cell system, **internal combustion engine (ICE)** and fuel flow management system) ~~and its housings (if any) where hydrogen may accumulate (and thereby pose a hazard), such as the passenger compartment, luggage compartment and space under the hood.~~

Annex 6, paragraph 3.1.4., amend to read:

- “3.1.4. The main stop valve and shut-off valves for hydrogen gas, located in the downstream hydrogen gas piping, are in **the** normal driving condition **kept open** immediately prior to the impact.”

Annex 6, paragraph 2 4.2. and 4.3., amend to read:

- "4.2. The initial mass of hydrogen in the storage system can be calculated as follows:

$$P_o' = P_o \times 288 / (273 + T_o)$$

$$\rho_o' = -0.0027 \times (P_o')^2 + 0.75 \times P_o' + 1.070.5789$$

$$M_o = \rho_o' \times V_{CHSS}$$

- 4.3. Correspondingly, the final mass of hydrogen in the storage system,  $M_f$ , at the end of the time interval,  $\Delta t$ , can be calculated as follows:

$$P_f' = P_f \times 288 / (273 + T_f)$$

$$\rho_f' = -0.0027 \times (P_f')^2 + 0.75 \times P_f' + 1.070.5789$$

$$M_f = \rho_f' \times V_{CHSS}$$

where  $P_f$  is the measured final pressure (MPa) at the end of the time interval, and  $T_f$  is the measured final temperature (°C)."

## II. Justification

1. The post-crash safety requirements for hydrogen powered vehicles specified in UN Regulation No. 135 (pole-side impact) are based on GTR 13.
2. During the development of GTR13 Amendment 1 (GTR13 Phase 2), several clarifications and corrections are made on the existing part of GTR13 that are transposed into UN regulation No.135.

2. Such amendments for clarifications and corrections should be applied to existing versions of UN Regulation No.135 as early as possible, while those amendments do not affect the validity of existing approvals.