

<b>OUTSTANDING ISSUES – COMPILATION OF COMMENTS THAT COULD HAVE AN EFFECT ON THE GRPE/ISO HARMONIZATION</b> – To be reviewed at the GRPE/ISO group of experts meeting on 22 January 2003 in Munich, Germany		<b>GRPE/ISO N 034</b> 2003-01-09
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**Table 1 — Main Outstanding GRPE/ISO harmonization issue**

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General	ISO 15869-2	-	<p>ISO 15869-2 refers to ISO 9809-1, ISO 9809-2 and ISO 7866 in their entirety for type 1 containers and specifies additional type approval tests for vehicle applications (fire protection and exterior environmental protection). GRPE draft regulation refers only to the testing requirements of ISO 9809-1, ISO 9809-2 and ISO 7866</p> <p>NOTE: ISO 9809 and ISO 7866 are prescriptive standards and not performance standards.</p> <p>Solution 1: Both ISO and GRPE are to use the ISO 15869-2 approach.</p> <p>Solution 2: The GRPE draft regulations could refer to the applicable parts of ISO 9809-1, ISO 9809-2 and ISO 7866 instead of referencing the document in their entirety. Craig Webster identified the changes that would be required in the GRPE draft regulations to achieve this (see the proposed changes below).</p> <p>Solution 3: Retain performance based requirements for Type 1 containers based on GRPE draft regulation Rev.10</p> <p>NOTE: Agreement at Koln meeting of the GRPE Ad-hoc Working Group on the Type 1 issue: “<i>The group agrees on the 1<sup>st</sup> option (i.e. retaining existing ECE revision 10) with future</i></p>		

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			<i>alignment for GTR development through revised performance-based ISO standard. The WG recommends ISO to consider incorporating the performance approach as per the draft GRPE.”</i>		
Ann.7: A3.3		Faber	Retain Type 1 Burst Pressure Ratio stated in GRPE draft regulation Rev.10		

**CRAIG WEBSTER'S PROPOSAL**

**PROPOSED CHANGES TO THE GRPE DRAFT REGULATION TO ACCOMMODATE USING ISO 9809-1, ISO 9809-2 AND ISO 7866 FOR TYPE 1 CONTAINERS**

Note – I found that ISO 7866 and 9809-1 & 9809-2 contain instructions on how to obtain type approval – these requirements would likely conflict with the EIHP draft regulation, so it is better for EIHP that one does not reference the ISO standards in their entirety, but only refer to sections that are relevant.

ANNEX 7: PART A

**A2.4 MATERIAL SPECIFICATIONS AND TEST DATA**

This section is to be changed as follows:

"A detailed description of all principal material properties and tolerances used in the Container design shall be provided according to Table 7A.3. The material specifications shall be verified by appropriate materials tests. In the case of steel Containers of Type 1, the materials tests shall include the material tests specified in paragraph 9.2 of ISO 9809-1 or ISO 9809-2, as applicable and the additional tests specified in Table 7A.3. In the case of aluminium Containers of Type 1, the materials tests shall include the material tests specified in paragraph 9.2 of ISO 7866 and the additional tests specified in Table 7A.3. For Containers of Type 2, 3 and 4, the material tests shall include the tests specified in Table 7A.3.

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			<p>The results from the tests shall be provided. If more samples than required are tested, all results shall be documented"</p> <p>In Table 7A.3, the footnotes 1 and 2 should no longer refer to metallic containers. The reference should be kept for metallic liners only.</p> <p><b>A2.5 CONTAINER SPECIFICATIONS AND TEST DATA</b></p> <p>After the first sentence, add the following paragraph:</p> <p>Modify the second paragraph as follows:</p> <p>"The Container design specifications for each test that is required shall be provided. The design specifications shall be verified by appropriate Container tests. In the case of steel Containers of Type 1, the tests shall include the prototype tests specified in paragraph 9.2 of ISO 9809-1 or ISO 9809-2, as applicable and the additional tests specified in Table 7A.4. In the case of aluminium Containers of Type 1, the tests shall include the Container tests specified in paragraph 9.2 of ISO 7866 and the additional tests specified in Table 7A.3. For Containers of Type 2, 3 and 4, the container tests shall include the tests specified in Table 7A.4."</p> <p>In Table 7A.4, the following "X" shall be removed from the Type 1 Container column: LBB performance test, burst test, ambient temperature cycling test, penetration test. Only the bonfire test is to be kept. Table 7A.8 would also have to be modified accordingly.</p> <p><b>A3 CONTAINER DESIGN REQUIREMENTS</b></p> <p>A3.1.2 - delete reference to Type 1 containers in the first sentence, and add the following statement at the end of the paragraph:</p> <p>"For Type 1 aluminium containers, the maximum defect size shall be established in accordance with the requirements in 8.4 of ISO 7866. For Type 1 steel containers, the maximum defect size shall be established in accordance with the requirements in Annex B of ISO 9809-1, or ISO 9809-2."</p>		

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<p>Add a new paragraph under A3.1. It could be identified as follows:</p> <p><b>A3.1.6 Specific requirements for Container Type 1</b></p> <p>Steel Containers of Type 1 shall meet the design requirements specified in clause 7 of ISO 9809-1 or ISO 9809-2, as applicable. Aluminium Containers of Type 1 shall meet the design requirements specified in clauses 7 of ISO 7866.</p> <p><b>A3.3 BURST PRESSURE RATIOS</b></p> <p>After the first sentence, add the following;</p> <p>“For Type 1 aluminium containers, the minimum burst pressure ratio shall be established in accordance with the requirements of paragraph 7.2 in ISO 7866. For Type 1 steel containers, the minimum burst pressure ratio shall be established in accordance with the requirements of paragraph 7.3 in ISO 9809-1 or ISO 9809-2, as applicable.”</p> <p><b>Table 7A.5</b></p> <p>Delete the column labeled “Type 1” and the row labeled “All metal”.</p> <p><b>A4.1 METAL CONTAINERS AND LINERS</b></p> <p>Add the following sentences at the beginning of this section:</p> <p>“For Type 1 aluminium containers, the container manufacturing requirements shall be performed in accordance with the requirements in clause 8 of ISO 7866. For Type 1 steel containers, the container manufacturing requirements shall be performed in accordance with the requirements in clause 8 of ISO 9809-1 or ISO 9809-2, as applicable. ”</p>					

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<b>A5.1 BATCH TEST</b>					
<b>A5.1.1 General</b>					
Under the first paragraph of A5.1.1, add the following paragraph:					
"For Type 1 aluminium containers, the batch test requirements shall be performed in accordance with the requirements in 10 of ISO 7866. For Type 1 steel containers, the batch test requirements shall be performed in accordance with the requirements in 10 of ISO 9809-1 or ISO 9809-2, as applicable."					
Change the first sentence of the next paragraph (second paragraph of A5.1.1) as follows:					
"Containers of Type 2, 3 and 4, the following batch tests shall be required (see Table 7A.6):"					
<b>Table 7A.6 – Batch Tests</b>					
Delete the column labeled "1" under "Applicable to Container Type".					
<b>A6 PRODUCTION EXAMINATION AND TEST REQUIREMENTS</b>					
At the very start of this section, begin with the sentence:					
"For Type 1 aluminium containers, the production examination and test requirements shall be performed in accordance with the requirements in 11 of ISO 7866. For Type 1 steel containers, the production examination and test requirements shall be performed in accordance with the requirements in 11 of ISO 9809-1 or ISO 9809-2, as applicable."					

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			<p>Make the following changes to the rest of A6:</p> <p>“Production examination and tests shall be carried out on Containers of Type 2, 3 and 4 .....”</p> <p>“iii) For metallic <del>Container(s) and Liner(s)</del>, NDE in accordance.....”</p> <p>“iv) Brinell hardness test for metallic <del>Container(s) and Liner(s)</del> in accordance.....”</p> <p>“A summary of the required production and tests for <del>each</del> <i>Type 2, 3 and 4</i> Containers is provided....”</p> <p><b>Table 7A.7 – Production Examination and Tests</b></p> <p>Delete the column referring to Type 1 containers.</p> <p>I think this covers it. The 7866 and 9809 standards do not have a provision for “Minor Change of Design”, so I think we will leave the ones in the GRPE draft regulation to include Type 1 containers.</p>		

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Annex 7 Table 7A.3 Tensile test Footnote 1  Annex 7 Table 7A.6 Tensile test Footnote 1	ISO 15869-2, ISO 15869-3, clause 8.1.1 and 8.1.2  ISO 15869-4, clause 8.1.1 and 8.1.2	ISO/TC 197 Secretariat	Tensile test: As ISO 9809 has two parts, it is not sufficient to refer only to ISO 9809. In addition, in order to avoid confusion, the applicable paragraphs of ISO 9809-1 and ISO 9809-2, ISO 7866 should be referred to.  Proposed change in footnote 1:  For non-metallic <i>Liners</i> refer to Paragraph B1 of this Annex, and for metallic <i>Containers</i> or <i>Liners</i> refer to paragraph 10.2 of ISO 9809-1, ISO 9809-2 or ISO 7866 as appropriate.  The same comment apply to Annex 7, Table 7A.6.		
Annex 7, Table 7A.3	ISO 15569-3 clause 8.2.1	Dynetek	ISO 15869-3 requires aluminium alloys to have an elongation of at least 12%. EIHP Annex 7 requires that tensile test results be within manufacturers specifications. To be consistent, ISO should be changed to be in line with EIHP.		

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Annex 7 Table 7A.3 Charpy impact test Footnote 2  Annex 7 Table 7A.6 Charpy impact test Footnote 2	ISO 15869-2, ISO 15869-3, clause 8.1.1 ISO 15869-4, clause 8.1.1	ISO/TC 197 Secretariat	A "√" should be added to indicate that steels are to be subjected to a Charpy impact test. As aluminium does not require that this test be performed, the reference to ISO 7866 should be removed from footnote 2.  Charpy impact test: As ISO 9809 has two parts, it is not sufficient to refer only to ISO 9809. In addition, in order to avoid confusion, the applicable paragraphs of ISO 9809-1 and ISO 9809-2 should be referred to.  Proposed change in footnote 2:  For metallic <i>Containers</i> or <i>Liners</i> refer to paragraph 10.4 of ISO 9809-1 or ISO 9809-2 as appropriate.  The same comment apply to Annex 7, Table 7A.6.		
Annex 7, Table 7A.3		DC	Delete charpy impact test		



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Annex 7 Table 7A.3 Corrosion test Footnote 3	ISO 15869-2, ISO 15869-3, clause 8.1.2 ISO 15869-4, clause 8.1.2	ISO/TC 197 Secretariat	Corrosion test: In order to avoid confusion, the applicable paragraphs of ISO 7866 should be referred to.  Proposed change: Add a footnote 3 applicable to the corrosion test:  * <sup>3</sup> – For metallic <i>Containers</i> or <i>Liners</i> refer to Annex A of ISO 7866.		
Annex 7 Table 7A.3 Corrosion test Footnote 4	ISO 15869-2, ISO 15869-3, clause 8.1.2 ISO 15869-4, clause 8.1.2	ISO/TC 197 Secretariat	Sustained load cracking test: In order to avoid confusion, the applicable paragraphs of ISO 7866 should be referred to.  Proposed change: Add a footnote 4 applicable to the Sustained load cracking test :  * <sup>4</sup> – For metallic <i>Containers</i> or <i>Liners</i> refer to Annex B of ISO 7866.		
Annex 7 Table 7A.3	ISO 15869-2, ISO 15869-3, clause 8.1.1 and 8.1.2 ISO 15869-4, clause 8.1.1 and 8.1.2	ISO/TC 197 Secretariat	The ISO 15869-2, ISO 15869-3 and ISO 15869-4 all require that the following a bend test and a flattening test be performed as part of type approval:  Test as per 10.3 of ISO 9809-1, ISO 9809-2 or ISO 7866, as appropriate.  The GRPE draft regulation does not require that these tests be performed.		

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Annex 7 A3.2.2	ISO 15869-2, ISO 15869-3, clause 5.2 ISO 15869-4, clause 5.2	ISO/TC 197 Secretariat	As ISO 9809 has two parts, it is not sufficient to refer only to ISO 9809. In addition, in order to avoid confusion, the applicable paragraphs of ISO 9809-1 and ISO 9809-2 should be referred to.  Proposed change:  Steels for containers and liners shall conform to the material requirements of ISO 9809-1, paragraph 6.1 to 6.4 or ISO 9809-2, paragraphs 6.1 to 6.3.		
Annex 7 A3.2.3	ISO 15869-2, ISO 15869-3, clause 5.3 ISO 15869-4, clause 5.3	ISO/TC 197 Secretariat	To avoid confusion, the applicable paragraphs of ISO 7866 should be referred to.  Proposed change:  Aluminium alloys for containers and liners shall conform to the material requirements of ISO 7866, paragraph 6.1 and 6.2.		
Annex 7, A3.3		DC	In our opinion, it must be possible to have a reduced burst pressure requirement under special conditions.		

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Annex 7: A3.3  Table 7A.5 Note 2	ISO 15869-3, clauses 6.3  ISO 15869-4, clauses 6.3  ISO 15869-5, clauses 6.3	ISO/TC 197 Secretariat	<p>It was agreed that the wording needed to be adjusted in note 2 of Table 7A.5 to reflect that only the "structural" fiber needs to meet the stress ratio requirements if the "structural" fiber can meet the burst requirements with the "non-structural" fibers are removed.</p> <p>To meet the intent, should the text be written as follows: For <i>Container</i> designs using hybrid reinforcement, i.e. two or more different structural fibre types, consideration shall be given to the load share between the different structural fibres based on the different elastic modulii of the fibres. The calculated stress ratios for each individual <u>structural</u> fibre type shall conform to the unbracketed values. Verification of the stress ratios may also be performed using strain gauges. The minimum <i>Burst Pressure Ratio</i> shall be chosen such that the calculated stress in the <u>structural</u> fibres at the minimum <i>Burst Pressure Ratio</i> times <i>Working Pressure</i> divided by the calculated stress in the <u>structural</u> fibre at <i>Working Pressure</i> meets the stress ratio requirements for the fibres used.</p>		
Annex 7: A5.1.2 iii) and vi)		Dynetek	The context/logic of the proposed change is not obvious. Batch testing is consistently required for each batch, I would have thought? If this is the case, why should the manufacturer “demonstrate that containers produced since the last batch tests meet all batch test requirements”?		

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Annex 7: A5.1.2 iii) and vi)		ISO/TC 197 Secretariat	It was agreed that to add at the end of Paragraph .5.1.2 vi): “The <i>Manufacturer</i> shall demonstrate that <i>Containers</i> produced since the last <i>Batch</i> test meet all <i>Batch</i> test requirements.” in reply to the following comment: "The concept of batch testing of multiple batches is always difficult and open to uncertainty. Is the test conducted to approve multiple batches in the future or does it approve the previous batches that have already been shipped? If a fault is found what happens to the multiple batches covered by the test? Paragraph 5.1.2 vi) indicates that only one batch is rejected." Even though the above change was introduced in the GRPE draft regulation, the intent is not clear.		
Annex 7, Table 7A.6		DC	Delete charpy impact test		
Annex 7 B7.2		ISO/TC 197 Secretariat	B7.2 should be changed to clarify that only steels and aluminium complying with the material requirements of ISO 9809-1 and ISO 7866 are exempted from the hydrogen compatibility test. Proposed change: Use the same wording as in Annex 8, B1.2.		

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Annex 7, B8.1		DC	Why shall the Brinell hardness test be conducted to every container? DC sees no rational for this.		
Annex 7, B8.3		DC	This is no requirement. In our opinion, the whole test should be a material test and therefore deleted at this place.		
Annex 7 B9.3		ISO/TC 197 Secretariat	Editorial change. Remove one "fail" from the sentence.		
Annex 7, B10.2 iv)		DC	How long?		
Annex 7B B10.3		JASIC	<p>“All <i>Containers</i> shall not burst at less than 85% of the <i>Working Pressure</i> times the <i>Burst Pressure</i> ratio given in Paragraph A3.3 of this Annex.”</p> <p>As wording defining requirements after various endurance tests of Finished Containers, one that might be taken as tolerating the deterioration of the Container is not appropriate. We propose to specify instead a safety factor for the working pressure. From this viewpoint, the wording (including figures) should be modified based on NGV1998 or NGV 2000.</p>		

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Annex 7 B12	ISO/CD 15869-3, clauses 10  ISO/CD 15869-4, clauses 10  ISO/CD 15869-5, clauses 10	ISO/TC 197 Secretariat	<p>ISO allows that type 1 container be verified using option 2 ( proof pressure test). Indeed, ISO 15869-2 refer to ISO 9809-1, ISO 9809-2 and ISO 7866. All of these standards allow that the hydrostatic test be performed using option 2.</p> <p>In order to ensure the harmonization, option 2 that was included in version 9 of the GRPE draft regulation could have been brought back to revision 11. However, while making these verifications, we found that no acceptance criteria had been defined for Type 1 container for the volumetric expansion test. It could have been added as well, but after another verification, we found that the acceptance criteria varies depending on the type of containers (5% for ISO 9809-1 and 10 % for ISO 9809-2 and ISO 7866). Based on this, it was deemed easier to make a reference to the appropriate paragraphs of these standards. The proposed change is as follows:</p> <p>Separate B12.2 in two sections</p> <p>Containers of Type 1 Aluminium containers shall be subjected to the test specified in paragraph 11.2 of ISO 7866. Steel containers shall be subjected to the test specified in paragraph 11.2 of ISO 9809-1 or ISO 9809-2, as applicable.</p> <p>Containers of Types 2, 3, 4 Use the existing text l) to v)</p>		

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Annex 7 B13		JASIC	<p>“The <i>Container Burst Pressure</i> shall exceed the <i>Working Pressure</i> times the <i>Burst Pressure</i> ratio given in Paragraph A3.3 of this Annex.”</p> <p>The "Burst Pressure ratio given in Paragraph A3.3 of this Annex" is nothing but the actual performance of existing containers. Not to hamper the progress of technology, we propose to add the term and definition of "Minimum required burst pressure (2.25 times working pressure) as in NGV 2000 or 2001 US FMVSS.</p> <p>The wording (including figures) in the provision on burst pressure should be harmonized based on 2001 US FMVSS related to compressed natural gas, which has been already put into force, or NGV 2000, the document based on which US FMVSS was made.</p>		

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Annex 7 B13		JASIC	<p>The following is an excerpt of 2001 US FMVSS.</p> <p><i>S7.2 Hydrostatic burst test.</i></p> <p>S7.2.1 Each Type 1 CNG fuel container shall not leak when subjected to burst pressure and tested in accordance with S8.2. Burst pressure shall not be less than 2.25 times the service pressure for non-welded containers and shall not be less than 3.5 times the service pressure for welded containers.</p> <p>S7.2.2 Each Type 2, Type 3, or Type 4 CNG fuel container shall not leak when subjected to burst pressure and tested in accordance with S8.2. Burst pressure shall be not less than 2.25 times the service pressure.</p>		



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**GRPE/ISO N 034** 2003-01-09

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Annex 7 B13		JASIC	<p>(Reference) Description of burst pressure in 1999 US FMVSS</p> <p><i>S7.2 Hydrostatic burst test.</i>  <i>S7.2.1</i> Each Type 1 CNG fuel container shall not leak when subjected to burst pressure and tested in accordance with S8.2. Burst pressure shall not be less than 2.25 times the service pressure for non-welded containers and shall not be less than 3.5 times the service pressure for welded containers.  <i>S7.2.2</i> Each Type 2, Type 3, or Type 4 CNG fuel container shall not leak when subjected to burst pressure and tested in accordance with S8.2. Burst pressure shall not be less than the value specified in Table 1 times the service pressure, as follows:</p> <p style="text-align: center;">TABLE 1.—STRESS RATIOS</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Material</th> <th>Type 2</th> <th>Type 3</th> <th>Type 4</th> </tr> </thead> <tbody> <tr> <td>E-Glass .....</td> <td>2.85</td> <td>3.5</td> <td>3.5</td> </tr> <tr> <td>S-Glass .....</td> <td>2.85</td> <td>3.5</td> <td>3.5</td> </tr> <tr> <td>Aramid .....</td> <td>2.25</td> <td>3.0</td> <td>3.0</td> </tr> <tr> <td>Carbon .....</td> <td>2.25</td> <td>2.25</td> <td>2.25</td> </tr> </tbody> </table>	Material	Type 2	Type 3	Type 4	E-Glass .....	2.85	3.5	3.5	S-Glass .....	2.85	3.5	3.5	Aramid .....	2.25	3.0	3.0	Carbon .....	2.25	2.25	2.25		
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Annex 7 B13		VTEC	Type 2 Liners- clarification needed: i) Do complete Type 2 containers have to be burst tested or only the liners? ii) Requirement for Liners: Is this Type 2 liners only? Where is the BP specified for the Liner design		

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Annex 7 B14	ISO 15869-1, clause D.2	ISO/TC 197 Secretariat	<p>The ISO test requires that the test be carried out to failure or a minimum of 45 000 cycles. It also requires that a tank that exceeds the minimum of 15000 cycles fail by leakage and not rupture.</p> <p>The GRPE draft regulation test requires that <i>Containers</i> that do not fail within 3.0 times the number of <i>Filling Cycles</i> specified in Paragraph 2.4.6 of this Regulation be destroyed either by continuing the cycling until failure occurs, or by hydrostatically pressurising to burst. It also requires that <i>Containers</i> exceeding 3.0 times the number of <i>Filling Cycles</i> specified in Paragraph 2.4.6 of this Regulation shall fail by leakage and not by rupture. However, as it is allowed that the tank be destroyed by bursting, this requirement cannot be checked.</p> <p>Suggestion: The GRPE draft regulation should harmonize with ISO for the type approval test. To support this suggestion, it is mentioned in the GRPE draft regulation in Annex 7B, B9.1 that the LBB test does not need to be performed if the container is proven to exceed 9 times the number of filling cycles when tested as per B.14.</p> <p>NOTE: The ISO and GRPE batch tests are the same</p>		

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Annex 7 B18.3	ISO 15869-1 D.8	ISO/TC 197 Secretariat	The acceptance requirement in EIHP is different from ISO. Proposed change: The acceptance requirement could be modified as follows: The container shall not leak or rupture within 0,6 times the number of filling cycles specified in Paragraph 2.4.6 of this regulation, but may fail by leakage during the remaining test cycles. NOTE: This also correspond to the wording used in B20.3 for the impact damage test.		
Annex 7B B19.3		JASIC	“The <i>Container</i> shall achieve a <i>Burst Pressure</i> of $\geq 85\%$ of the <i>Working Pressure</i> times the <i>Burst Pressure</i> ratio given in Paragraph A3.3 of this Annex.”  The same proposal as the one related to Annex 7, B10.3 for the same reason.		
Annex 7, B20.2 iv)		DC	What is the meaning of this paragraph? We don't understand it		

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Annex 7: B21	ISO 15869-1 D.19	ISO/TC 197 Secretariat	A note should be added to explain that "N" refer to standard conditions. In addition, a definition of standard conditions should be added.  Example: standard conditions: conditions to which the volume or other properties of a gas are referred and which are represented by a temperature of 15 °C and an atmospheric pressure of 101,3 kPa Before introducing this definition, a verification should be made to make sure that the specified value of 1 cm <sup>3</sup> per hour of hydrogen per litre internal volume of the container corresponds to the standard conditions defined above. If the temperature is different, the definition would have to be modified accordingly.		
Annex 7 B22.3	ISO 15869-1 D4	ISO/TC 197 Secretariat	The GRPE draft regulation requires that both a leak test and burst test be performed after the boss torque test as part of the type approval. ISO 15869-1 only requires that a leak test be performed.		

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	General	Air Liquide	<p>Please find below my position for the ISO CD standards for H2 vehicles. I believe that in the last draft, two important concerns remain. One of them is the fact that fusible plug shall systematically be used on every cylinder type (see comments and proposal below)</p> <p>ISO/CD 15869-1 requires <u>the use of thermically activated pressure relief devices (fusible plug) on every gas cylinders.</u></p> <p>1) We know that this type of PRD is the only one which allow to evacuate the gas pressure in case of fire, even in case of low pressure in the cylinder, providing that the heat is applied onto the cylinder, not far from the PRD (that means that they are not always efficient in case of local fire).</p> <p>2) We also know that some fully wrapped composite cylinders behave very badly during “standard” bonfire tests when they are not equipped with PRD. They may fragment with projection of pieces.</p> <p>3) <u>We strongly disagree however to require systematically fusible plugs on all cylinders for hydrogen vehicles,</u> and the rational is the following :</p> <p>3.1. In Europe, several millions of industrial cylinders (single, in bundles/packs or on trailers), are used to store and to transport hydrogen. None of them are equipped with PRD.</p> <p>Such cvlinders are sometimes taken in a fire. but we don't</p>		

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			<p>know a single case where this situation led to injury or fatality. The reason for not using PRD is to limit the risk of leak due to improper functioning of the PRD. It was indeed shown that unfortunately, a lot of fire or explosion were initiated by leaks of flammable gases and PRD are considered as not reliable to prevent unexpected release of gases (see attached the paper I presented in Ottawa).</p> <p>3.2. In North America, it is mandatory by regulation to use PRD on every gas cylinders (except very toxic gases) but for hydrogen, the Industry decided to use only CG4 types (CGA) that is PRD consisting in bursting disk back up with a fusible plug. This is done in order to avoid the risk of unexpected release of gases in case of failure of the bursting disk (the fusible plug being normally protected by the upstream disk).</p> <p>3.3. We do not believe that reliable fusible plugs for pressure as high as 350 or even 700 bar that could work, between 100 – 140 °C, for 15 years without any inspection, exist today.</p> <p>Consequently, it is better to limit their use to the case where they are really beneficial and to prevent an expected release of hydrogen in big cities knowing the subsequent risk of fire or explosion.</p> <p>3.4. We know that PRD are also required for CNG vehicles as per the ISO standard, but the vast majority of CNG vehicles in the World uses steel cylinders without PRD. The ISO standard is very new. the number of vehicles following this standard is</p>		

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			<p>very limited and the flammability range of natural gases smaller than the one of hydrogen.</p> <p>4) Our proposal is the following :</p> <p>a) <u>“Full metal” cylinders (Type 1) and hoop wrapped cylinders (Type 2)</u> are known to have a “good behaviour” in a fire (without PRD, they will fail but after a long enough time to allow to evacuate the zone around the fire, which is itself a big hazard). <u>They do not need to be equipped with PRD.</u></p> <p>b) <u>Some fully wrapped cylinders are the most critical</u> and can fail in a fire after a short time. We are proposing to require for such cylinders the use of a fusible plug integrated in the cylinder design if it cannot be demonstrated that they are able to resist more than 5 min. in a fire without PRD. In addition, the state of the PRD should be checked at least every 3 years.</p> <p>c) For every type of gas cylinders, it should be left to the car manufacturer the possibility of using PRD of the type he wants to protect the full system and the car. The choice of the PRD (if any) should depend on the type of car, overall fire protection used for the cylinder and pressure system,...</p>		



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	General	Air Liquide	Please find attached my position for the ISO CD standards for H2 vehicles. I believe that in the last draft , two important concerns remain. One of them is the stress ratio for carbon cylinders . The value of 2.35 is really too low . DOT specification requires 3.4 and EN standards require 3.0 . I know that the ISO standard for CNG vehicle and the NGV standards require only 2.35 but the number of cylinders manufactured to these standard is limited and the experience very short ( few years) and not always satisfactory (some cylinders being subject to recall) . In addition several manufacturers manufacturing cylinders to the CNG standard actually make cylinders with much higher stress ratio than require to be able to pass the other test requirements ( cycle test , etc.) ; In order to not block the progress in this field , I am proposing to leave the 2.35 ratio , but to verify during the batch tests that the burst pressure is not only greater than 2.35 time the service pressure , but also greater ( or the same order) than the actual burst pressure value found during the approval tests .		
Ann 7: A2/3		VTEC	Why does A3 Container Design Requirements follow A2 Container Type Approval Requirements? Switch them around.		
Ann 7: Table 7A.4		VTEC	Delete blank line from Table 7A.4		

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Ann 7: A3.1.3		VTEC	Why does A3.1.3 refer to the appropriate type approval test, while A3.1.1 does not refer to B9?		
Ann 7: A3.2&3		VTEC	Why are A3.2 & A3.3 in the "general" design requirements and not in A2 as they are requirements that would have to be fulfilled for type approval?		
Ann 7: A3.2.5		VTEC	Insert line at end of A3.2.5		
Ann.7: A4.2.1.vii		RA	Write "Container Types 3 and 4 only" to clarify that it is not fibre type that is meant.		
Ann.7: A4.3.viii		RA	Write "Paragraph" instead of "Section".		
Annex 7, A5.1 iii)		DC	Delete "the other tests" and write instead which tests are to be subjected.		
Ann 7: A5.1.1 iii)		VTEC	Is that one (the same) Container or Liner that will be subjected to all of the other tests, or is a different one allowed for each test?		

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Ann.7: B1- B23		VTEC	In the sampling section of each test, why not make a clear statement regarding which type of test it is, i.e. type approval, batch or production: B10.1 Sampling The test applies to all Container Types. Type approval testing: Number of Finished Containers to be tested: 1		
Ann.7: B9-23		VTEC	B9-23 Is there any logic to the numerical order of the tests(does there need to be?): i) In terms of the tests that should be carried out to ensure basic integrity before the service simulation tests - see order of ISO tests that seems more logical (see proposed renumbering at the end of my comments). Should we impose an test order for the main tests? ii) In terms of the e.g. B15 & B19 calling up a preceding test (B13). iii) It may not be necessary to undertake B9 if B14 fulfills certain requirements, so why not put B9 after B14 Proposed renumbering of B9 to B23: Old New B9 B11 B10 B17 B11 B19		

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<b>Paragraph/ Annex</b>	<b>Related clause in ISO drafts</b>	<b>Organisation</b>	<b>Comments/Proposed Modification</b>	<b>Agreed</b>	<b>Final Modification Or Reason For Rejection</b>
			B12 B23 B13 B9 B14 B10 B15 B14 B16 B12 B17 B13 B18 B15 B19 B16 B20 B18 B21 B20 B22 B21 B23 B22 Or in otherwords the new order is: New B9 Burst B10 Ambient temperature pressure cycling B11 LBB B12 Bonfire B13 Penetration B14 Environment B15 Composite flaw tolerance B16 Accelerated stress rupture B17 Extreme temperature pressure cycling B18 Impact damage B19 Leak B20 Permeation B21 Boss torque		

<b>OUTSTANDING ISSUES – COMPILATION OF COMMENTS THAT COULD HAVE AN EFFECT ON THE GRPE/ISO HARMONIZATION</b> – To be reviewed at the GRPE/ISO group of experts meeting on 22 January 2003 in Munich, Germany		<b>GRPE/ISO N 034</b> 2003-01-09
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			B22 Hydrogen gas cycling B23 Hydrostatic		
Ann.7: B10		VTEC	B10.2 "Applies to Container Type 4 only"..Change to.."Applies to Type 4 Containers only" B10.3 "Containers of Type 4".. Change to.."Type 4 Containers")		
Ann.7: B15		VTEC	B15 Environment test requires a burst test in accordance with B13, then we have a conflict between the requirements of B15 and B13, suggest that the reference to B13 in B15 is clarified to "Paragraph 13.2 of this Annex".		
Ann.7: B15		VTEC	B19 Accelerated stress rupture test requires a burst test in accordance with B13, then we have a conflict between the requirements of B19 and B13, suggest that the reference to B13 in B19 is clarified to "Paragraph 13.2 of this Annex".		
Ann.7: B15		RA	Is it an environment or an environmental test?		
Ann.7: B16.2		RA	Change to "(...) of 5.0 MPa at 15 °C."		

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<b>Paragraph/ Annex</b>	<b>Related clause in ISO drafts</b>	<b>Organisation</b>	<b>Comments/Proposed Modification</b>	<b>Agreed</b>	<b>Final Modification Or Reason For Rejection</b>
Ann.7: B19.3		VTEC	Reword requirement from "85% of the Working pressure times the Burst Pressure ratio..." to "0.85 WpxBPR...where Wp=..., BPR=..."		
Ann.7: B22		VTEC	i) B22 Accelerated stress rupture test requires a burst test in accordance with B13, suggest that the reference to B13 in B22 is clarified to "Paragraphs 13.2 & 13.3 of this Annex". ii) B22.2 Where is the test sequence given in Table 7A.6, does it mean Para. A5.1.1? iii) What is the requirement for batch testing?		
Ann.7: B22		VTEC	i) Remove unwanted yellow highlighting ii) Not mentioned in Table 7A.6 as a batch test		