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Specifications for Hydrogen Fuel Cell Vehicles in Demonstration

示范运行氢燃料电池电动汽车技术规范

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Foreword

This Standard was drafted in accordance with the rules given in GB/T 1.1-2009.

This Standard was proposed by the Ministry of Industry and Information Technology of the People's Republic of China.

This Standard shall be under the jurisdiction of the National Technical Committee of Auto Standardization (SAC/TC 114).

The drafting organizations of this Standard: Tsinghua University and China Automotive Technology & Research Center.

The main drafters of this Standard: Chen Quanshi, Zhu Jialian, He Yuntang and Tian Guangyu.

Specifications for Hydrogen Fuel Cell Vehicles in Demonstration

1 Scope

This Standard specifies the terms and definitions of compressed hydrogen fuel cell vehicles for demonstration, basic conditions for demonstration, damage prevention during operation and starting, parking and storage of vehicles, hydrogen refueling and management plans and training of accidents, and driving, and so on.

This Standard applies to compressed hydrogen fuel cell vehicles for demonstration (hereinafter referred to as vehicles) on a designated road, whose hydrogen system's rated working pressure is not greater than 35 MPa.

2 Normative References

The following documents are essential to the application of this standard. For dated references, only the dated editions apply to this standard. For undated references, the latest edition (including all amendments) applies to this standard.

GB/T 24548 Fuel Cell Electric Vehicles – Terminology

GB/T 24549 Fuel Cell Electric Vehicles – Safety Requirements

GB/T 29124-2012 Hydrogen Fuel Cell Vehicles Facilities for Demonstration – Specifications

3 Terms and Definitions

The following terms and definitions and those defined in GB/T 24548 apply to this document.

3.1 Demonstration

The process of actual use and operation of vehicles on a specified route and within a designated time range.

3.2 Daily parking

The parking of vehicles for demonstration in a parking lot in accordance with routine regulations.

sources, keep it well-ventilated to prevent concentration of hydrogen and guarantee the concentration of hydrogen is not greater than the limit of flammability.

5.1.2 Anti-static precautions shall be taken while operation for hydrogen systems is carried out.

5.2 Electric shock injuries

After fuel cell systems are shut down, they shall be touched only when they are discharged and tested or it is confirmed that no high voltage exists

5.3 High temperature, high voltage and chemical injuries

5.3.1 It is not allowed to turn the pipeline and joint when high-temperature and high-pressure elements are in a working condition.

5.3.2 For chemical solutions such as ethylene glycol coolant, which may be used on vehicles, they shall be used strictly in accordance with relevant regulations, in order to prevent injuries to the staff and pollutions to the environment.

6 Starting of Vehicles

6.1 Procedures specified by the manufacturer shall be followed closely for the starting of vehicles.

6.2 Vehicles can only be started when it is confirmed that on-board hydrogen systems have no leakage and all safety monitoring systems of them function normally.

6.3 Before vehicles are driven, it shall be ensured that vehicles are disconnected from all external facilities, e.g. hydrogen refueling pipeline, charging circuits and earthing devices.

7 Parking and Storage of Vehicles

7.1 Daily parking

Vehicles shall be parked in a specially-designed parking lot or a designated site; their parking shall meet the relevant specifications of Chapter 7 of GB/T 29124-2012.

7.2 Temporary parking

During temporary parking, vehicles shall be parked as far as possible where their parking is not adverse to the driving of other vehicles; they shall be parked as far as possible from combustion sources, heat sources, high voltage cables, flammable and

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