



## **Work Package 5 – Deliverables 1,2,3**

### **Presentation/ Achieval of ECWVTA certification case for taxis**

#### **Achieval of PCO approval for taxis**

The aims of WP5 are to ensure the safety and reliability of all of the vehicles involved in this deployment project in their intended fleet deployment roles.

To obtain national level certification and European Whole Vehicle Type Approval where possible for the vehicles involved in the project, allowing them to be used by anyone, in any European country.

To produce a report comparing and contrasting the certification process for the three vehicle types, as well as for similar FC and conventional vehicles in Europe – with an emphasis on obtaining certification for varied public sector urban fleet deployments.

This short report outlines the progress made on deliverables 1, 2 and 3, relating to certification for the fuel cell taxis.

#### **D5.1, D5.2 - Presentation/ Achieval of ECWVTA certification case for taxis**

Deliverables 1 and 2 of WP5 are related to the presentation and achieval for the five fuel cell taxis deployed in the project.

For the taxis European Community Whole Vehicle Type Approval (ECWVTA) was preferred as it based around EC Directives and provides for the approval of whole vehicles, in addition to vehicle systems and separate components. It is accepted throughout the EU.

Other schemes (in the UK) include:

- **National Small Series Type Approval (NSSTA)**, for manufacturers that intend to sell only in the UK. The advantages of NSSTA are relaxed technical requirements for some subjects, a more pragmatic approach to the Conformity of Production (CoP) requirements, and reduction in administrative requirements.
- **Individual Vehicle Approval**, a UK national scheme. IVA does not require CoP as it is based on inspection of each vehicle.

For the 5 fuel cell taxis deployed as part of HyTEC, ECWVTA was not achievable within project cost & time constraints. Classification of the H2 taxi as a 'new type' means that EU regulations for Electronic stability control, gear shift indication, tyre pressure monitoring (General Safety) & air conditioning must be applied.

As an alternative, the five fuel cell taxis were certified to UK Individual Vehicle Approval requirements (IVA) July 2012:

- No specific directives existed for fuel cell system
- IVA carried out by the Vehicle Certification Agency (VCA)
- IVA based on existing 'unaffected' TX4 taxi approvals + VCA tests & assessment

The certification meeting with the IVA took place on 18<sup>th</sup> June 2012, with approval granted thereafter.

#### **D5.3 - Achievement of Public Carriage Office (PCO) approval for taxis**

Once the IVA was in place for the taxis, the PCO accepted the taxi for use in London to carry non-fare paying passengers. This acceptance for use as a standard London Hackney Carriage was granted on 25<sup>th</sup> June 2012.