

Proposal for correction of amendments to the draft new Regulation (ECE/TRANS/WP.29/GRSP/2014/26)

Submitted by IMMA

The text reproduced below was prepared by the expert from the International Motorcycle Manufacturers Association (IMMA) to correct the amendment proposal ECE/TRANS/WP.29/GRSP/2014/26 submitted by the Chair of the IWG RESS, which amends ECE/TRANS/WP.29/GRSP/2014/11.

The modifications proposed in this document, based on the conclusions of the IWG RESS, shall replace those specified in the 2014/26.

Changes are marked in bold for new or strikethrough for deleted characters. Changes to ECE/TRANS/WP.29/GRSP/2014/26 are highlighted in yellow.

I. Proposal

Contents

Paragraph 12., shall be deleted.

Annex 8D, amend to read:

"8D Mechanical shock ~~resulting from stationary vehicle fall-down~~"

Text of the Regulation

Paragraphs 1. to 1.2., amend to read:

"1. Scope

This Regulation does not cover post-crash safety requirements of road vehicles.

- 1.1. Part I: Safety requirements with respect to the electric power train of vehicles of ~~categories~~ **category** L¹ with a maximum design speed exceeding 6 km/h, equipped with one or more traction motor(s) operated by electric power and not permanently connected to the grid, as well as their high voltage components and systems which are galvanically connected to the high voltage bus of the electric power train.

~~Part I of this regulation does not cover post-crash safety requirements of road vehicles.~~

¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.2, para. 2. - www.unece.org/trans/main/wp29/wgs/wp29gen/wp29resolutions.html

1.2. Part II: Safety requirements with respect to the Rechargeable Energy Storage System (REESS) of vehicles of ~~categories~~ **category** [L] with a maximum design speed exceeding 6 km/h, equipped with one or more traction motors operated by electric power and not permanently connected to the grid.

Part II of this Regulation does not apply to REESS(s) whose primary use is to supply power for starting the engine and/or lighting and/or other vehicle auxiliaries systems."

Insert a new paragraph 5.1.3.3., to read:

"5.1.3.3. Fuel cell vehicles

If the minimum isolation resistance requirement cannot be maintained over time, then protection shall be achieved by any of the following:

- (a) **Double or more layers of solid insulators, barriers or enclosures that meet the requirement in paragraph 5.1.1. independently;**
- (b) **On-board isolation resistance monitoring system together with a warning to the driver if the isolation resistance drops below the minimum required value. The isolation resistance between the high voltage bus of the coupling system for charging the REESS and the electrical chassis need not be monitored, because the coupling system for charging is only energized during charging of the REESS. The function of the on-board isolation resistance monitoring system shall be confirmed as described in Annex 5."**

Paragraph 5.1.3.3., renumber as 5.1.3.4.

Paragraph 5.2.3., amend to read:

"5.2.3. Protection against electrolyte spills
Vehicles ... functional operation.
When the REESS is ~~in the put~~ **in the upside-down position**, no electrolyte shall spill."

Paragraph 6.4.2., amend to read:

"6.4.2. Mechanical shock ~~resulting from stationary fall over"~~

Paragraph 6.4.2.2.2., amend to read:

"6.4.2.2.2. For a high voltage REESS the isolation resistance of the tested-device shall ensure at least 100 Ω/Volt for the whole REESS measured after the test in accordance with Annex 4B to this Regulation. ~~or the protection degree IPXXB shall be fulfilled for the tested device."~~

Paragraph 12., shall be deleted.

Annex 6, Part 1,

Item 3.4.3., amend to read:

"3.4.3. **Rated cCapacity (Ah):**"

Insert new items 4. to 4.6., to read:

"4. Fuel Cell (if any)

4.1. Trade name and mark of the fuel cell:

- 4.2. **Types of fuel cell:**
- 4.3. **Nominal voltage (V):**
- 4.4. **Number of cells:**
- 4.5. **Type of cooling system (if any):**
- 4.6. **Max Power(kW):** "

Items 4. to 7.4.2., renumber as items 5. to 8.4.2.

Annex 6, Part 2,

Item 1.4.3., amend to read:

"1.4.3. **Rated cCapacity (Ah):**"

Annex 6, Part 3

Item 2.3.2., amend to read:

"2.3.2. **Rated cCapacity (Ah):**"

Annex 8A, paragraph 3.2., amend to read:

"3.2. Test procedure

...

At the request of the manufacturer a vibration test profile determined by the vehicle-manufacturer, verified for the vehicle application and agreed with the Technical Service may be used as a substitute for the frequency - acceleration correlation of table 1 or table 2. The approval of a REESS tested according to this condition shall be limited to approvals for a specific vehicle type.

After the vibration...."

Annex 8C, paragraph 2.1., amend to read:

"2.1. General test conditions

(a) ~~Before starting the test the SOC is at least 95 per cent of the normal operating range as given by the manufacturer;~~
Adjust the SOC to at least 90 per cent of the rated capacity as specified in the Annex 6 Part 1, paragraph 3.4.3. or Annex 6 Part 2 paragraph 1.4.3. or Annex 6 Part 3 paragraph 2.3.2.

(b) The test ..."

Annex 9B,

Paragraphs 1. and 2., amend to read:

"1. General

The isolation resistance shall be measured after the water resistance performance test has been conducted. ~~The degree of protection of the REESS shall meet the requirements mentioned below.~~

2. Procedure

...

- (b) subsequently, apply 500V **DC** between all ~~the inputs and the vehicle's exposed conductive parts including the electrical chassis~~ **high voltage inputs and the vehicle's exposed conductive parts/electrical chassis** if present to measure the ~~insulation~~ **isolation** resistance."

II. Justification

At Annex 6, item 2.3.2, the information "Annex 6, Part 3" was missing.

At Annex 8C, the language as agreed in IG RESS is preferred above the text proposed in the 2014/26

At Annex 9B, DC was removed in 2014/26 while it should remain.
