



Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Passive Safety****Sixty-sixth session**

Geneva, 10-13 December 2019

Item 17 of the provisional agenda

UN Regulation No. 100 (Electric power-trained vehicles)**Proposal for Supplement 6 the 01 series of amendments to
and for Supplement 5 to the 02 series of amendments to UN
Regulation No. 100 (Electric power-trained vehicles)****Submitted by the experts from the Netherlands and of the International
Organization of Vehicle Manufacturers***

The text reproduced below was prepared by the experts from the Netherlands and of the International Organization of Vehicle Manufacturers. It aims at introducing functional safety focusing on categories of vehicles other than M₁. Based on GRSP-65-33-Rev.1 distributed during the sixty-fifth session of the Working Party on Passive Safety (GRSP), the modifications to the current text of the UN Regulations are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21/Add.1, Cluster 3.1), the World Forum will develop, harmonize and update UN regulations to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Proposal

Paragraph 1., amend to read:

" *Paragraph 5.3.*, amend to read:

"5.3. Functional safety

At least a momentary indication shall be given to the driver when the vehicle is in "active driving possible mode".

However, this provision does not apply under conditions where an internal combustion engine provides directly or indirectly the vehicle's propulsion power.

When leaving the vehicle, the driver shall be informed by a signal (e.g. optical or audible signal) if the vehicle is still in the active driving possible mode. **Moreover, in case of vehicles of category M₂ and M₃ with a capacity of more than 22 passengers in addition to the driver, this signal shall already be given when the drivers leave their seat.**

If the on-board REESS can be externally charged by the user, vehicle movement by its own propulsion system shall be impossible as long as the connector of the external electric power supply is physically connected to the vehicle inlet.

This requirement shall be demonstrated by using the connector specified by the car manufacturer.

The state of the drive direction control unit shall be identified to the driver."

II. Justification

1. Smaller buses with a capacity less than or equal to 22 passengers in addition to the driver (which is the accepted division in bus classes) do not necessarily have a passageway for the driver to leave the driving area. Such small buses generally activate the warning signal when the driver door is opened to allow driver exit. This is covered by the current requirement that the warning must be given when the driver leaves the vehicle.

2. For larger vehicles where the driver may leave the driver seat and walk into the passenger compartment up to the rear of the vehicle (or even upstairs), the requirement would be that as soon as the driver leaves the seat (without actually leaving the vehicle), the warning should be given.
