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World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

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Item ?? of the provisional agenda

REGULATION No. 100
(UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH
REGARD TO SPECIFIC REQUIREMENTS FOR THE ELECTRIC POWER TRAIN)

Proposal for draft amendments of ECE/TRANS/WP.29/GRSP-45-03

Submitted by the experts from ELSA*/

The text reproduced below was prepared by the experts from ELSA in order to introduce corrections to ECE/TRANS/WP.29/GRSP-45-03. The modifications to the current text of GRSP-45-03 are marked in bold or strikethrough characters.

*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles with respect to passive safety. The present document is submitted in conformity with that mandate.

A. PROPOSAL

Scope, amend to read:

1. Scope
..... of the electric power train.

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

Paragraph 2.1, amend to read:

- 2.1 “Active driving possible mode” means the vehicle mode when application of pressure to the accelerator pedal (or activation of an equivalent control) **or release of the brake system** will cause the electric power train to move the vehicle.

Paragraph 5.1.1.5, amend to read:

5.1.1.5 Marking

.....

However, this provision shall not apply to any of the following cases

- a. where barriers or enclosures cannot be **physically accessed disassembled, opened or removed**, unless other vehicle components are removed with the use of tools.
- b.

.....

This provision is optional to any connectors for high voltage buses.

The outer covering of cables ~~and harness~~ for high voltage buses not within enclosures ~~or not underneath the vehicle floor~~ shall be identified by orange color.

~~**This provision shall not apply to any connectors for high voltage buses.**~~

Insert the new paragraph 11.5.

11.5. Notwithstanding the transitional provisions above, Contracting Parties whose application of this Regulation comes into force after the date of entry into force of the most recent series of amendments are not obliged to accept approvals which were granted in accordance with any of the preceding series of amendments to this Regulation.

Annex 3, Figure 1, amend to read:

- on linear dimensions: up to 25 mm: 0/-0.05 mm over 25 mm: ~~0~~±0.2 mm

B. JUSTIFICATION

Scope:

However the title and scope of R100 may be misleading to contain the post-crash issue, because the title and scope don't exclude post-crash situation clearly. Therefore ELSA suggests adding a clarification under the scope.

Paragraph 2.1

Vehicle may move due to creep when the brake system is released without applying pressure to the accelerator pedal.

Paragraph 5.1.1.5

Making the requirement more precise and easier to be checked during approval.

Cables outside enclosures need to be completely orange in the vehicle to provide high voltage identification for emergency responder and repair shop.

New paragraph 11.5

For contracting parties who currently do not apply ECE R100 and would like to adopt 01 series of regulation ECE R100 but not the 00 series, this new paragraph is necessary. This paragraph is proposed in accordance with "GENERAL GUIDELINES FOR UNECE REGULATORY PROCEDURES AND TRANSITIONAL PROVISIONS IN UNECE REGULATIONS / Annex 1. AIDE-MEMOIRE /2.1 VEHICLES AND VEHICLE SYSTEMS /TRANSITIONAL PROVISIONS/V.9" (TRANS/WP.29/1044)

Annex 3, Figure 1

Correction of a failure.
