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## **Economic Commission for Europe**

**Inland Transport Committee** 

World Forum for Harmonization of Vehicle Regulations

**Working Party on General Safety Provisions** 

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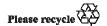
Consolidated Resolution on the Construction of Vehicles (R.E.3)

## Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles

#### Submitted by the expert from the Russian Federation\*

The text reproduced below was prepared by the expert from the Russian Federation amending the definition of  $N_1$  vehicles to take into account the special design of electric vehicles. It is based on informal document GRSG-100-20. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

<sup>\*</sup>In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



# I. Proposal

Paragraph 2.3.1., amend to read:

"2.3.1. "Category N<sub>1</sub>": Vehicles used for the carriage of goods and having a maximum mass not exceeding 3.5 tons, **not including the mass of the batteries in case of electric vehicles.**"

### II. Justification

- 1. Batteries in electric vehicles increase the gross vehicle mass and the category of the basic vehicle may change. For example, the additional batteries mass of a category  $N_1$  vehicle may then result in a category  $N_2$  vehicle and, subsequently, has to comply with Regulation Nos. 58 (Rear underrun protective devices), 73 (Lateral protection of goods vehicles,) and others.
- 2. The experts from the Russian Federation propose, in a similar way to category  $L_6$ - $L_7$  vehicles, not include the mass of batteries in determining category  $N_1$  electrical vehicle.

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