

Proposal for Supplement 1 to the 00 series and a proposal for the 01 series of amendments to Regulation No. 138 (Quiet Road Transport Vehicles)

The text reproduced below was prepared by the experts from Japan and the International Organization of Motor Vehicle Manufacturers (OICA), in order to propose Supplement 1 to the 00 series of amendments to Regulation No. 138 with regard to the scope. In addition, the 01 series of amendments to UN Regulation No. 138 is proposed, with regard to the pause function. This proposal compromises the working documents ECE/TRANS/WP.29/GRB/2016/8 from Japan and ECE/TRANS/WP.29/GRB/2016/9 from OICA on Regulation No. 138. The modifications to the current text of Regulation No. 138 are marked in bold for new or strikethrough for deleted characters.

I. Proposal for Supplement 1 to the 00 series of amendments

Paragraph 1., amend to read:

"1. Scope

This Regulation applies to electrified vehicles of categories M and N which can ~~travel~~ **be propelled** in the normal mode, in reverse or at least one forward drive gear, without an internal combustion engine operating¹ in respect to their audibility."

II. Proposal for the 01 series of amendments

Paragraph 2.7., amend to read:

"2.7. *"Pause function"* means a mechanism **to enable the driver** to halt ~~temporarily~~ the operation of an AVAS."

Paragraph 6.2.6., amend to read:

"6.2.6. Pause function

Any pause function as defined in paragraph 2.7. shall be prohibited. The manufacturer may install a function for temporary deactivation of the AVAS. Any other deactivation function, which does not satisfy the specification below, is prohibited.

~~6.2.6.1. The function shall be located so that it is operable by the driver in a normal seating position.~~

~~6.2.6.2. In the case when the pause function is activated, the suspension of AVAS has to be clearly indicated to the driver.~~

~~6.2.6.3. The AVAS shall be reactivated when the vehicle is started upon each vehicle turn off.~~

6.2.6.4. ~~Owner's manual information~~

~~If a pause function is installed, the manufacturer shall provide the owner with information (e.g. in the owner's manual) on its effect:~~

~~"The pause function of the Acoustic Vehicle Alerting System (AVAS) shall not be used unless for an obvious lack of necessity to emit sound for alert in the surrounding area and that it is certain that there are no pedestrians within the short distance." "~~

Paragraph 11., amend to read:

- "11. Transitional provisions
- 11.1. Until 30 June 2019 ISO 10844:1994 may be applied as an alternative to ISO 10844:2014 to check compliance of the test track as described in Annex 3, paragraph 2.1.2. of this Regulation.
- 11.2 As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this UN Regulation shall refuse to grant or refuse to accept UN type approvals under this UN Regulation as amended by the 01 series of amendments.**
- 11.3 As from 1 September 2019, Contracting Parties applying this UN Regulation shall not be obliged to accept UN type approvals to this UN Regulation in its original version, first issued after 1 September 2019.**
- 11.4 Until 1 September [2021], Contracting Parties applying this UN Regulation shall accept UN type approvals to the preceding series of amendments, first issued before 1 September 2019.**
- 11.5 As from 1 September [2021], Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation.**
- 11.6 Notwithstanding paragraphs 11.3. up to 11.5. above, type approvals granted to the previous series of amendments to the Regulation, which are not affected by the 01 series of amendments, shall remain valid and Contracting Parties applying this Regulation shall accept them.**
- 11.7 Notwithstanding the transitional provisions above, Contracting Parties whose application of this UN Regulation comes into force after the date of entry into force of the 01 series of amendments are not obliged to accept UN type approvals which were granted in accordance with this UN Regulation in its original version and are only obliged to accept UN type approval granted in accordance with the 01 series of amendments.**
- 11.8 Contracting Parties applying this UN Regulation shall not refuse to grant UN type approvals or extensions thereof, to this UN Regulation in its original version. "**

Annex 1, Addendum to the communication form No ..., Technical Information

Paragraph 1.2., amend to read:

- 1.2. Description of AVAS (if applicable):
- ~~1.2.1. Pause switch (yes/no)~~
- ~~1.2.2.1.2.1. Sound at Stationary (yes/no)~~
- ~~1.2.3.1.2.2. No. of driver selectable sounds (1/2/3/...)~~

III. Justification

1. Paragraph 1. Scope: the actual provisions of ECE R138.00 require testing under conditions where the electrical motor will propel actively the vehicle. The wording "travel" can be misleading, as it could be understood to cover as well travel modes for which this Regulation does not provide any test condition. Consequently, vehicles could fall under the scope of this Regulation, e.g. any vehicle that can do energy recuperation while coasting, which would not produce any valid test result. It seems awkward to grant approval according to the provisions of this Regulation for vehicles without any valid test result. The proposed wording restricts the area of application to driving modes that are covered under this Regulation.

2. Paragraph 2.7.: the definition of "Pause function" is enhanced to make clear that it refers to systems that would allow the driver to deactivate an AVAS system.

3. Paragraph 6.2.6.: The vehicle operator shall not deactivate AVAS while driving. However, manufacturer shall be enabled to activate or deactivate AVAS by regional coding according to legal provisions of various markets. Actually, AVAS is mandated in the EU. This manufacturer coding is not assessable for the vehicle customer or driver.

Furthermore, manufacturer shall be enabled to automatically deactivate AVAS outside the area of application of this Regulation as specified in paragraph 6.2.

4. Paragraph 11.: the transitional provisions were added according to the rules of WP.29 for new series of amendments. Paragraph 11.6. has been added to keep existing approvals that will also comply with the new series of amendments, as is the case for vehicles that do not have a pause function according to the newly suggested paragraph 6.2.6.

5. Annex 1, Addendum to the communication form No ..., Technical Information: technical information regarding "Pause switch (yes/no)" will be no longer necessary.