

Proposal for the 02 series of amendments to UN Regulation No. 100 (Electric power trained vehicles)

Submitted by the expert from the Netherlands

The text reproduced below was prepared by the expert from the Netherlands, to improve functional safety in UN Regulation No. 100. The modifications to the current text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

I. Proposal

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,~~

In case of:

- **leaving the driver seat or driver position for M3 [M2 and N2] category of vehicles,**
- **leaving the vehicle for other categories of vehicles,**

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.

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. The requirements for functional safety are written more focused on M1 cars.
 2. The upcoming application of electric powertrains in other categories of vehicles urges us to make functional safety requirements more to the point!
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