

Transmitted by the Chairperson of ELSA

~~Informal document No. GRSP-46-20~~
 (46th GRSP, 8–11 December 2009,
 -agenda items 14 and 16)

**Status report of the Informal Group on Electric Safety (ELSA) -
 Activities of the ELSA Group since the 45th session of GRSP in May 2009**

Meetings:

7th Meeting of the informal group on Electric Safety took place on 10th and 11th of September 2009 in Frankfurt.

Participants

Contracting Parties:

- France
- Germany
- Korea
- USA

NGOs:

- CLEPA
- JASIC
- OICA
- TÜV

During the ELSA group meeting in Frankfurt the following minor changes of GRSP-45-03 (proposal for draft amendments to ECE R100) were agreed:

Paragraph 1., amend to read:

1. Scope
 of the electric power train.

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

Justification: 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 suggested adding a clarification under the scope.

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.

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

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.~~

Justification: 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.

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.

Justification: 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, amend to read:

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

Justification: Correction of a failure.

The proposed amendments of the informal document GRSP-45-03 are already incorporated into the working document ECE/TRANS/WP.29/GRSP/2009/16.

After the group finalized the amendment of ECE R100, the members switched to the “post-crash” subsection.

The basis for the work was the status of the 4th ELSA meeting in Paris. During the 5th meeting it was decided to put the “post-crash” part on hold. The background was that the group was unable to come to a decision which protection measures should be allowed for the post-crash. During the meeting in Frankfurt some progress was made. But a decision regarding the protection measures was still not possible. It became clear that the US has to finalize their rule making process regarding FMVSS 305 to be in a position to decide on the measures.

At the end of the meeting France presented their proposal to amend regulations ECE-R94 and ECE-R95. ELSA came to the conclusion that an extra meeting would be necessary to discuss the proposal more in depth. It was agreed to arrange an ad-hoc ELSA meeting in Paris. In between the meeting took already place on 22nd and 23rd of October in Paris. During the meeting was agreed that a further meeting should take place with passive safety experts. Therefore the next meeting of the ad-hoc ELSA group will take place together with the experts of the GRSP informal group on frontal impact from 13th to 14th of January 2010 to assess and discuss the proposals of France to amend regulations ECE-R 94 and ECE-R 95.

At the end of the meeting the ELSA members agreed to have the 8th meeting in Washington DC from 23rd to 25th of February 2010, provided that the US rulemaking process is far advanced and decision making is possible.