

## 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, 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.

**Moreover, in case of vehicles of category M2 and M3 with a capacity of more than 22 passengers ~~seating positions~~ in addition to the driver, this signal shall already be given when the drivers leave their seat.**

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

Smaller buses with **a capacity of 22 passengers** or less **in addition to the driver** (which is the accepted division in bus classes) do not necessarily have a passageway which a driver uses to leave the driving area. Such small buses generally activate the warning signal when the driver door is opened to allow driver exit. This is covered by the current requirement that the warning must be given when the driver leaves the vehicle.

For larger vehicles where the driver may leave the driver seat and walk into the passenger compartment up to the rear of the vehicle (or even upstairs!), the requirement would be that as soon as the driver leaves the seat (without actually leaving the vehicle), the warning should be given.