

## **Proposal for Supplement to the Draft Regulation on electric vehicles of category L, submitted by the Informal Working Group RESS**

### **Submitted by Japan**

The text reproduced below was prepared by Japan to introduce amendments clarifying the current text (formal document: ECE-TRANS-WP29-GRSP-2014-11e) and correcting some of the text to what was modified after the last RESS-IG without agreement by CPs.

The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

## **I Proposal**

*Paragraph 5.1.3.3.*, amend to read:

### **5.1.3.3. Fuel cell vehicles**

**If the minimum isolation resistance requirement cannot be maintained over time, then protection shall be achieved by any of the following:**

- (a) Double or more layers of solid insulators, barriers or enclosures that meet the requirement in paragraph 5.1.1. independently;**
- (b) On-board isolation resistance monitoring system together with a warning to the driver if the isolation resistance drops below the minimum required value. The isolation resistance between the high voltage bus of the coupling system for charging the REESS, which is not energized besides during charging the REESS, and the electrical chassis need not be monitored. The function of the on-board isolation resistance monitoring system shall be confirmed as described in Annex 5.**

### **5.1.3.4. Isolation resistance requirement for the coupling system used to charge the REESS**

For the coupling system (used to charge the REESS and intended to be conductively connected to the grounded external AC power supply) the isolation resistance shall be at least 1 M $\Omega$  when the charger coupler is disconnected. During the measurement, the REESS may be disconnected.

## **II Justification**

*Paragraph 5.1.3.3:*

- ECE-TRANS-WP29-GRSP-2014-11e is missed to insert Paragraph 5.1.3.3. although it was agreed at the

- informal meeting. Therefore we would like to submit this proposal.
- This requirement is important because FCV of L category is planned to be introduced into market around 2015 in Japan.
  - There is also same description in paragraph 5.1.3.3. of Regulation 100 .
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