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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Passive Safety****Sixty-fifth session**

Geneva, 13-17 May 2019

Item 16 of the provisional agenda

UN Regulation No. 100 (Electric power-trained vehicles)**Proposal for Supplement 5 to 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. It is based on informal document GRSP-64-24 presented during the sixty-fourth session of the Working Party on General Safety (GRSP). The modifications to the current text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21/Add.1, Cluster 3.1), the World Forum will develop, harmonize and update UN regulations to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

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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, such signal shall already be given when leaving the driver 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

1. The requirements for functional safety are written more focused on M1 vehicles.
 2. The upcoming application of electric powertrains in other categories of vehicles urges us to make functional safety requirements more to the point.
 3. In particular, vehicles used for the carriage of more than the eight passengers (buses), often equipped with an aisle, shall not have an important functional safety requirement coupled to just leaving the vehicle. Therefore, leaving the driver seat is proposed for these kinds of vehicles.
 4. Whether this proposal should also be extended to e.g. N3 vehicles (trucks with top sleepers) is more for an exchange of views.
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