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

Geneva, 21–25 May 2012

Item 17 of the provisional agenda

**Regulation No. 100 (Battery electric vehicle safety)****Proposal for Supplement 2 to the 01 series of amendments****Submitted by the expert from the Netherlands\***

The text reproduced below was prepared by the expert from the Netherlands to add L category vehicles to the scope. It is based on document without a symbol (GRSP-50-07) distributed during the fiftieth session of the Working Party on Passive Safety (GRSP). The modifications to the text of the UN Regulation are marked in bold for new and strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

## I. Proposal

*Paragraph 1.*, amend to read:

"1. Scope

The following prescriptions apply to safety requirements with respect to the electric power train of road vehicles of categories M and N, with a maximum design speed exceeding 25 km/h, **and road vehicles of category L**<sup>1</sup>, equipped with ...

..."

*Insert a new paragraph 2.28.*, to read:

**"2.28. "Vehicle equipped with bodywork" means a vehicle for which the passenger compartment is bounded or may be bounded by at least four of the following elements: windscreen, floor, roof, side and rear walls or doors."**

*Paragraph 5.1.1.*, amend to read:

"5.1.1. Protection against direct contact

The protection against direct contact with live parts shall comply with paragraphs 5.1.1.1. and 5.1.1.2 **and additionally, for vehicles of category L only, paragraphs 5.1.1.3. and 5.1.1.4.** These protections (solid insulator, barrier, enclosure, etc.) shall not be able to be opened, disassembled or removed without the use of tools."

*Insert new paragraphs 5.1.1.3. and 5.1.1.4.*, to read:

**"5.1.1.3. For vehicles equipped with bodywork, but the passenger or luggage compartment is not fully bounded by the roof, floor, side walls, access doors, glazing, front bulkhead as well as the rear bulkhead, the protection degree IPXXB shall be applicable both inside and outside of such compartment. Any opening roof, glazing and access door shall be in the closed position for assessment of the compartment boundaries."**

**5.1.1.4. For vehicles not equipped with bodywork, the protection degree IPXXB shall be applicable in all cases and in all areas."**

*Paragraphs 5.1.1.3. to 5.1.1.5.(former)*, renumber as paragraphs 5.1.1.5 to 5.1.1.7.

*Paragraph 5.3.*, amend to read:

"5.3. Functional safety

...

When leaving **or alighting** 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. **This requirement does not apply to two-wheel vehicles where the active driving possible mode automatically switches off when the stand is extended or swung into the open position.**

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<sup>1</sup> As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.2, para. 2.

If the on-board ...

...

The state of the drive direction control unit shall be identified to the driver.  
**This does not apply to two-wheel vehicles not equipped with a device for reversing."**

## II. Justification

1. Under national law, member States require UN Regulation No. 100 for national individual approval of L category of vehicles. However, UN Regulation No. 100 only includes vehicles of categories M and N in its scope.
  2. This proposal adds vehicles of category L to the scope of UN Regulation No. 100 and adjusts the text where this is necessary and unique for vehicles of category L.
  3. This text is aligned with the present proposals within the European Union concerning the 'L-cat codecision Regulation on vehicle functional safety requirements (RVFSR).
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