5.1.2.4.1 and 5.1.2.4.2 (“normal” type-IIA)
• 12 minutes, 30km/h, 7%
• Without using brakes

5.1.2.4.3 “Account for road topology”
The minimum energy and power guaranteed by the system design is enough to pass Type-IIA.

5.1.2.4.4
Annex 4 - 1.8.2.4 (a)
Type-II with brakes Hot-stop 5 m/s²

1.8.2.4 (a)
Type-II with brakes Hot-stop 5 m/s²

5.2.1.29.7 - Brake estimator
Warn the driver with yellow signal if performance is below:
3.3 m/s² (N3),
3.75 m/s² (M3)
(use “red” signal if performance is below secondary brake perfo)

Proposed modifications
• Proposal from Czech Republic: “The condition of the vehicle batteries at the start of the test, shall be such that the braking force contribution provided by the electric regenerative braking system does not exceed the minimum guaranteed by the system design.”
• Limit the required “X kWh” to type IIA energy
• Increase slope from 6% to 7%
• Add text from Czech Republic

Inform driver prior to the time when the braking force of the electric regenerative braking can no longer be provided (e.g. when the battery is fully loaded)