Economic Commission for Europe
Inland Transport Committee
World Forum for Harmonization of Vehicle Regulations
Working Party on Passive Safety
Fifty-sixes session
Geneva, ??–?? December 2014
Item ?? of the provisional agenda
Draft Regulation on electric vehicles of category L

Proposal for amendments of
ECE/TRANS/WP.29/GRSP/2014/11

Submitted by the chair of the Informal Working Group on Rechargeable Energy Storage System*

The text reproduced below was prepared by the experts of the Informal Group of RESS to solve the open topics of document GRSP-2014-11 as discussed during the 55. session of GRSP. The modifications to the existing text of document GRSP-2014-11 are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, 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

Delete paragraph 12 of the content

Amend heading of Annex 8D, to read:
8D Mechanical shock resulting from stationary vehicle fall-down

Amending the Scope, to read:

1. Scope

This regulation does not cover post-crash safety requirements of road vehicles.

1.1. Part I: Safety requirements with respect to the electric power train of vehicles of category L\(^1\) with a maximum design speed exceeding 6 km/h, equipped with one or more traction motor(s) operated by electric power and not permanently connected to the grid, as well as their high voltage components and systems which are galvanically connected to the high voltage bus of the electric power train.

Part I of this regulation does not cover post-crash safety requirements of road vehicles.

1.2. Part II: Safety requirements with respect to the Rechargeable Energy Storage System (REESS) of vehicles of category L\(^4\) with a maximum design speed exceeding 6 km/h, equipped with one or more traction motors operated by electric power and not permanently connected to the grid.

Part II of this Regulation does not apply to REESS(s) whose primary use is to supply power for starting the engine and/or lighting and/or other vehicle auxiliaries systems.

Insert a new paragraph 5.1.3.3., 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 and the low voltage bus shall be maintained above 100 k\(\Omega\) for a period of at least 15 minutes.

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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.

Renumber paragraph 5.1.3.3. to 5.1.3.4

Amend paragraph 5.2.3. to read:
5.2.3. Protection against electrolyte spills

Vehicles shall foresee that no spilled electrolyte from the REESS and its components shall reach the driver, rider or passenger nor any person around the vehicle during normal condition of use and/or functional operation.

When the REESS is in the put upside-down position, no electrolyte shall spill.

Amend paragraph 6.4.2. to read
6.4.2. Mechanical shock resulting from stationary fall over

Amend paragraph 6.4.2.2. to read:
For a high voltage REESS the isolation resistance of the tested-device shall ensure at least 100 Ω/Volt for the whole REESS measured after the test in accordance with Annex 4B to this Regulation or the protection degree IPXXB shall be fulfilled for the tested device.

Delete paragraph 12.

Amend paragraph 3.4.3. of Annex 6 - Part 1, to read:
3.4.3. Rated capacity (Ah): .......................................................................................................................

Insert a new paragraph 4 in Annex 6 - Part 1, to read:

4. Fuel Cell (if any)

4.1. Trade name and mark of the fuel cell: ...........................................................................................

4.2. Types of fuel cell: ....................................................................................................................... 

4.3. Nominal voltage (V): ...................................................................................................................

4.4. Number of cells: ...........................................................................................................................

4.5. Type of cooling system (if any): ....................................................................................................
4.6. Max Power(kW): ........................................................................................................

Renumber the following paragraphs and subparagraphs in Annex 6 - Part 1, to read:
Paragraph 4 to 5
Paragraph 5 to 6
Paragraph 6 to 7
Paragraph 7 to 8

Amend paragraph 1.4.3. of Annex 6 – Part 2, to read:
1.4.3. Rated capacity (Ah): ............................................................................................

Amend paragraph 2.3.2. of Annex 6 – Part 3, to read:
2.3.2. Rated capacity (Ah): ............................................................................................

Amend paragraph 3.2 of Annex 8A, to read:

At the request of the manufacturer a vibration test profile determined by the vehicle-
manufacturer, verified for the vehicle application and agreed with the Technical Service
may be used as a substitute for the frequency - acceleration correlation of table 1 or table
2. The approval of a REESS tested according to this condition shall be limited to
approvals for a specific vehicle type.

Amend paragraph 2.1. of Annex 8C, to read:

(a) Before starting the test the SOC is at least 95 per cent of the normal
operating range as given by the manufacturer.
Adjust the SOC to at least 90% of the rated capacity as specified
in the Annex 6 Part 1 paragraph 3.4.3. or Annex 6 Part 2
paragraph 1.4.3. or Annex 6 Part 3 paragraph 2.3.2.

Amend the heading of Annex 8D, to read:
Mechanical shock resulting from stationary vehicle fall down
Amend paragraph 1. of Annex 9B, to read:

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The isolation resistance shall be measured after the water resistance performance test has been conducted. The degree of protection of the RESS shall meet the requirements mentioned below.

Amend paragraph 2. of Annex 9B, to read:

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(b) subsequently, apply 500V DC between all the inputs and the vehicle’s exposed conductive parts including the electrical chassis between all high voltage inputs and the vehicle's exposed conductive parts/electrical chassis if present to measure the insulation isolation resistance.

II. Justification

The above proposed amendments of document GRSP-2014-11 are been discussed by the experts of RESS during the 12th Meeting of the group.

The amendments are made to

• indicate that the new regulation is not dealing with post-crash requirements
• align the new regulation with the requirements of the existing requirements for vehicles of category M and N in UN R100
• introduce necessary editorial changes.