

Amendment of the wording of the first paragraph and sentence of 9.2.2.8.1.

On a number of occasions questions were raised that the wording of 9.2.2.8.1 required the battery/REESS to be de-energized within 30 seconds. It should be obvious that de-energizing the battery/REESS is not intended.

The new wording was the outcome of long discussions where design neutrality was taken into account. To be design neutral other options for a physical switch that breaks the circuit were in mind, for example Mosfets (transistors), that stop the flow electronically but not physically break the circuits. In such the challenge was to work around the word "Switch". It was also taken into account that electric vehicles will have a low voltage system(12-24volts) besides a high voltage system and that both systems are supplied with a separate device. This led to the following wording in ADR 2025.

"9.2.2.8.1 Features to enable the de-energization of the electrical circuits for all voltage levels shall be placed as close to the energy sources as practicable. In the case the feature interrupts only one lead from the energy source, it shall interrupt the supply lead."

It appears that the confusion arises from the use of the words "electrical circuits". As the battery/REESS is part of an electrical circuit, this line of thinking also the battery/REESS needs is included to be de-energized.

It is proposed to amend the wording to read as follows (new wording underlined, deleted wording stricken through):

"9.2.2.8.1 Features to enable the de-energization of the electrical systems connected to the energy source(s) shall be provided ~~circuits~~ for all voltage levels. They shall be placed as close to the energy sources as practicable. In the case the feature interrupts only one lead from the energy source, it shall interrupt the supply lead."
