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UN Regulation No. 100 (Electric power trained vehicles)

Proposal for supplement 03 to the 04 series of amendments and supplement 06 to the 03 series of amendments to UN Regulation No. 100 (Electric power trained vehicles)

Submitted by the expert from France *

The text reproduced below was prepared by the experts from France to correct inconsistencies following the amendment of regulation 100 by vehicles of category O. It is based on informal document GRSP-77-43. 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 2025 as outlined in proposed programme budget for 2025 (A/79/6 (Sect. 20), table 20.6), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Proposal

Paragraph 5.1.4.4., amend to read:

“5.1.4.4. If an isolation resistance monitoring system is provided, and the isolation resistance less than the requirements given in paragraph 5.1.3. is detected, a warning shall be indicated to the driver. The function of the on-board isolation resistance monitoring system shall be confirmed as described in Annex 6. **In case of vehicles of category O, the trailer shall provide an optical and/or audible warning to the driver of the towing vehicle. In addition, in case of vehicles of category O₃ and O₄, the trailer may provide to the towing vehicle a signal to address an optical warning according to this paragraph and/or an audible warning (e.g. transmission via CAN-Bus according to ISO 11992-2).**”

Paragraph 5.2.3., amend the last paragraph to read:

“ **In addition**, in case of vehicles of category O₃ and O₄, the trailer may provide to the towing vehicle a signal to address an optical warning according to this paragraph and/or an audible warning (e.g. transmission via CAN-Bus according to ISO 11992-2) in the event specified in paragraphs 6.13. to 6.15.

The requirements of this paragraph related to paragraph 6.15 do not apply to REESS that are solely installed on vehicles of category O [that are not designed to carry occupants at any time] nor to batteries on vehicles of category O [that are not designed to carry occupants at any time,] used for recuperation only.”

Paragraph 5.3.3., amend the third paragraph to read:

“ In case of vehicles of category O a trailer parking brake **or a service brake** shall be automatically activated as long as the trailer connector is physically connected to the trailer inlet.”

Paragraph 6.4.1.3., amend the fourth paragraph of (c2) 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 5A **to this Regulation after the vehicle based test (paragraph 6.4.1.1.) or in accordance with Annex 5B to this Regulation after the component based test (paragraph 6.4.1.2.) to this Regulation**, or the protection degree IPXXB shall be fulfilled for the Tested-Device.”

Paragraph 6.15., amend to read:

“6.15. Thermal propagation.

For a REESS containing flammable electrolyte, the vehicle occupants shall not be exposed to any hazardous environment caused by thermal propagation which is triggered by an internal short circuit leading to a single cell thermal runaway. To ensure this, the requirements of paragraphs 6.15.1. and 6.15.2. shall be satisfied.

The requirements of this paragraph do not apply to REESS that are solely installed on vehicles of category O [that are not designed to carry occupants at any time] nor to batteries on vehicles of category O [that are not designed to carry occupants at any time,] used for recuperation only.”

II. Justification

The modifications introduced in this proposal are the same as for supplement 01 to the 05 series of amendments (ECE/TRANS/WP.29/GRSP/2025/37), except for the modifications in paragraph 6.15.