

Informal document **GRSP-52-09**

(52nd GRSP, 11–14 December 2012,  
agenda item 18)

# A Proposal Related to the Establishment of a New Regulation for Category L

JASIC

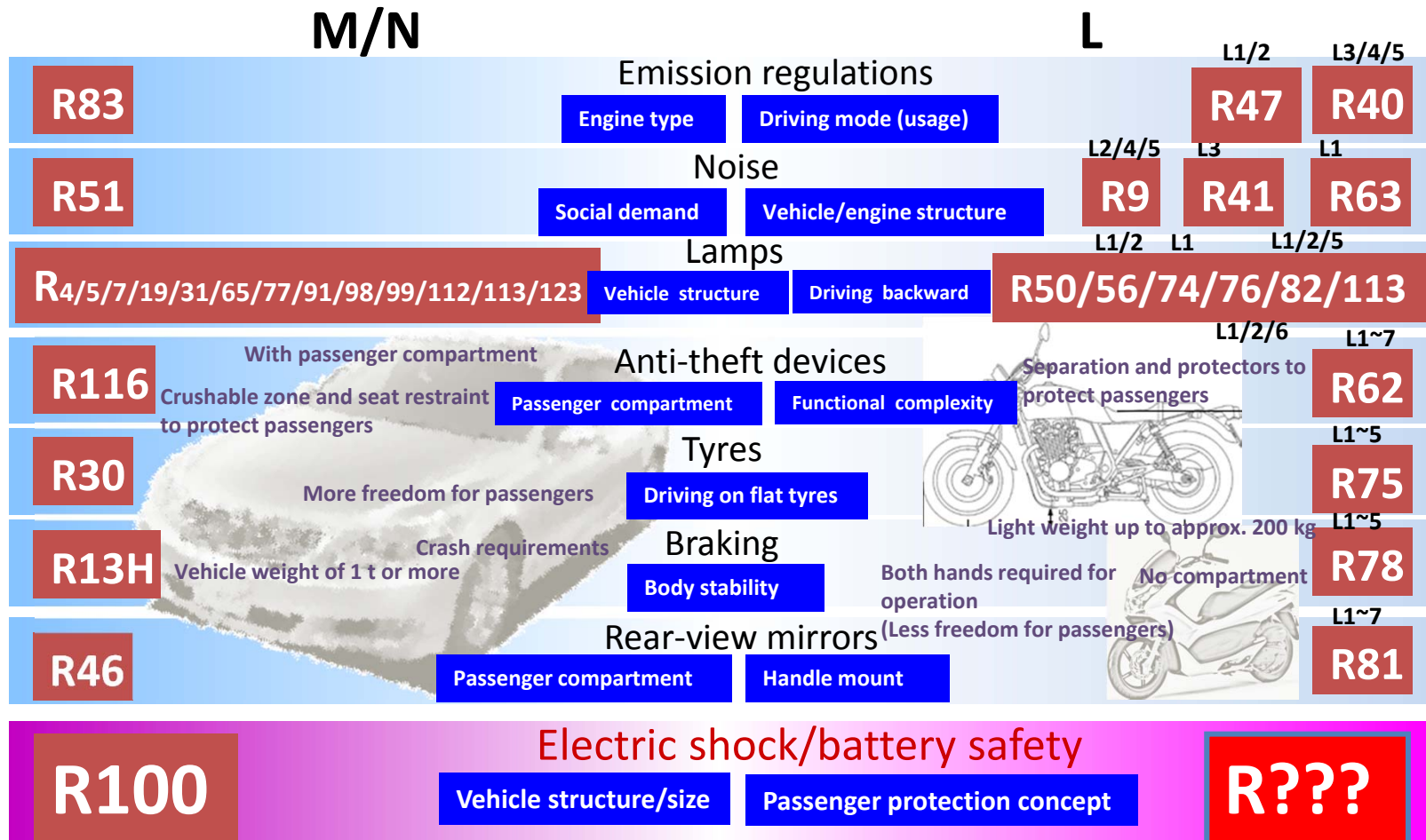
# I . Proporsal

\*R100 (electrical/battery safety standards for electric vehicles) is a standard based on the 4-wheel configuration.

\*For uniform regulations covering categories M/N/L, adoption by individual countries and harmonization across the categories at revision is essential.

This may possibly cause delays especially between categories with substantially different structures or design concepts.

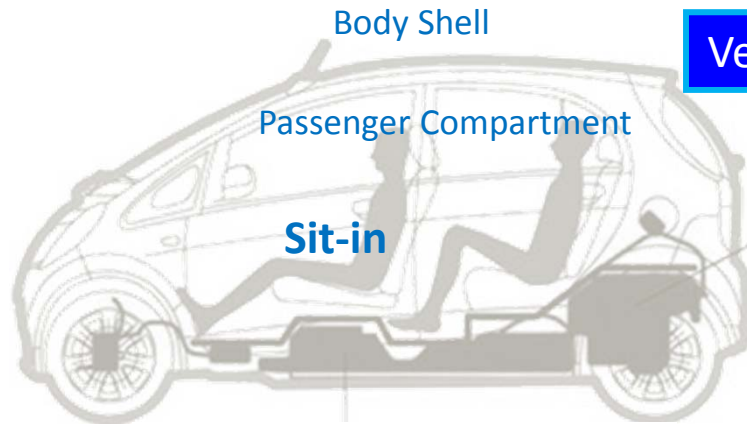
→A separate regulation should be established for category L whose structures and safety concept are different from others. (See the other regulations for these categories below.)



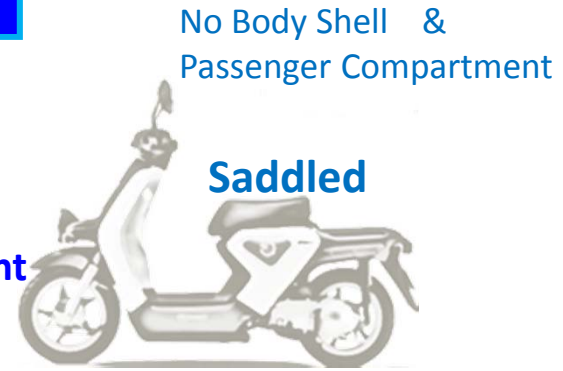
## II . justification

**R100** Electric shock/battery safety **R???**

Vehicle structure/size Passenger protection concept



Vehicle structure/size



Small size/light weight

Portable Battery  
→ Direct Contact Requirement  
→ Add Battery Drop Requirement



More freedom



Passenger's posture onboard

Passenger freedom  
→ Protection Degree For Direct Contact

Balancing required and less freedom



R100

# Electric shock/battery safety

R???

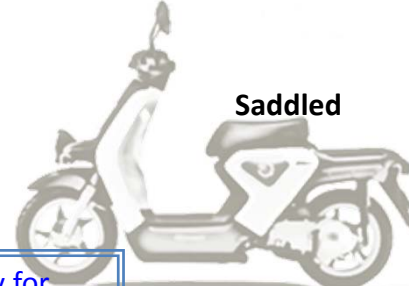
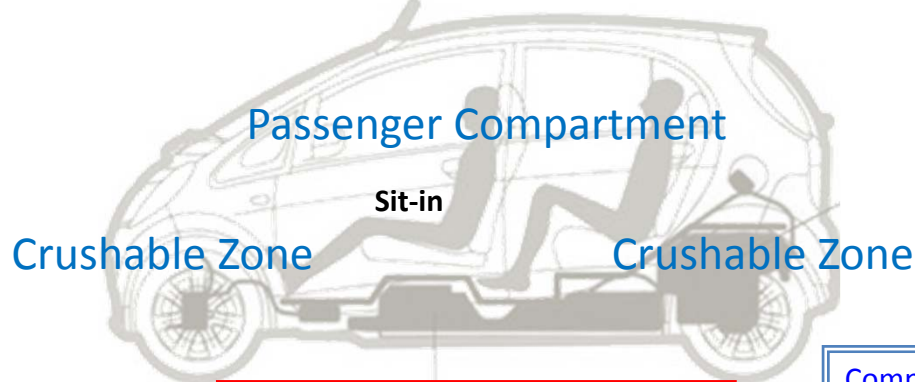
Vehicle structure/size

Passenger protection concept

## Passenger protection concept

Body Shell

No Body Shell & Passenger Compartment



Post-Crash Requirement

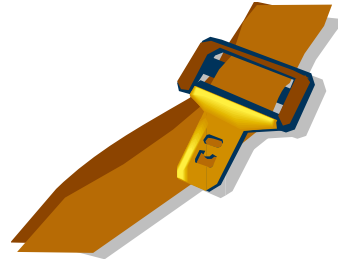


Component test only for category L  
 →Mechanical Integrity  
 →Mechanical Impact

Air Bag



Seat Belt



Separate



Protectors



Restraint ↔ Separate

No need to require the time to go out of the vehicle  
 →Mechanical Integrity  
 →Fire Resistance

With regard to the proposed addition of category L to R100, it is appropriate to establish a new regulation for category L separately from categories M/N because the former is different from the latter in terms of structure and safety concept.

**END**