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|  | United Nations | ECE/TRANS/WP.29/GRPE/2024/17 | |
| P5C4T1#yIS1 | **Economic and Social Council**  Informal document GRPE-90-13  90th GRPE, 9-12 January 2024  Agenda item 6.(a)  Updates to GRPE/2024/17 are shown using tracked changes | | Distr.: General  31 October 2023  Original: English |

**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

**Working Party on Pollution and Energy**

**Ninetieth session**

Geneva, 9–12 January 2024

Item 6 (a) of the provisional agenda

**Agricultural and forestry tractors, non-road mobile machinery:   
UN Regulations Nos. 96 (Diesel emission (agricultural tractors)) and 120 (Net power of tractors and non-road mobile machinery)**

Proposal for a new Supplement to the 02 series of amendments to UN Regulation No. 120 (Uniform provisions concerning the approval of internal combustion engines to be installed in agricultural and forestry tractors and in non-road mobile machinery, with regard to the measurement of the net power, net torque and specific fuel consumption)

Submitted by the expert from Euromot 0F[[1]](#footnote-2)\*

The text reproduced below was prepared by the experts from the European Association of Internal Combustion Engine Manufacturers (EUROMOT). This document fixes spelling and typographic errors, as well as aiming to permit the use of hydrogen (H2) as fuel for approval of internal combustion engines to be installed in agricultural and forestry tractors and in non-road mobile machinery, with regard to the measurement of the net power, net torque and specific fuel consumption. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

I. Proposal

*Paragraph 5.2.1*., amend to read:

“5.2.1. The net power test shall consist of either**:**

1. A run at full throttle for mechanically controlled positive ignition engines**;**

**(b) A run at** fixed full load fuel-injection-pump setting for mechanically controlled compression ignition engines; or

(c) A run at the required fuel system settings to produce the manufacturer specified power for electronically controlled engines.

The engine shall be equipped as specified in Table 1 of Annex 4 to this Regulation.”

*Paragraph 5.2.3*., amend to read:

“5.2.3. The testing of an engine type or engine family shall be carried out by using the following reference fuels or fuel combinations described in Annex 7, as appropriate:

(a) Diesel;

(b) Petrol;

(c) Petrol/oil mixture, for two stroke SI engines;

(d) Natural gas/bio methane;

(e) Liquid petroleum gas (LPG);

(f) Ethanol;

**(g) Hydrogen.**

The engine type or engine family shall, in addition, meet the requirements set out in paragraph 5.1.1. in respect of any other specified fuels, fuel mixtures or fuel emulsions included by a manufacturer in an application for type- approval and described in Annex 1 to this Regulation.”

*Insert new Paragraph 5.4.2.1.3*., to read:

**“5.4.2.1.3. When a turbocharged engine is fitted with a system which allows compensating the ambient conditions temperature and altitude, at the request of the manufacturer, the correction factor *α*a or *α*d shall be set to the value of 1.”***Annex 1 - Appendix A1, paragraph 2.8.1*., amend to read:

“2.8.1. Fuel Type 1: Diesel (non-road gas-oil)/Ethanol for dedicated compression ignition engines (ED95)/Petrol (E10)/ Ethanol (E85)/(Natural gas/Biomethane)/Liquid Petroleum Gas (LPG) / **Hydrogen**”

*Annex 1 - Appendix A1, paragraph 3.14.1*., amend to read:

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| “3.14.1. | Fuel: LPG /NG-H/NG-L /NG-HL/LNG/Fuel specific LNG**/Hydrogen**” |  |  |  |  |  |  |

*Annex 2, paragraph 2.8.1*., amend to read:

“2.8.1. Fuel Type(s): Diesel (non-road gas-oil)/Ethanol for dedicated compression ignition engines (ED95)/Petrol (E10)/ Ethanol (E85)/(Natural gas/Biomethane)/Liquid Petroleum Gas (LPG) 2 / **Hydrogen**”

*Annex 2 - Appendix A.1 - Template for Test Report A.1.3*, insert new paragraph to read:

**“4.5. Gaseous Fuel - Hydrogen**

**4.5.1. Make**

**4.5.2. Type**

**4.5.3. Grade**

4.~~5~~**6**. Dual-fuel engine (in addition to relevant sections above)

4.~~5~~**6**.1. Gas energy ratio on test cycle: ”

*Annex 4, paragraph 3.10.*, amend to read:

“3.10. For C.I. engines, the fuel temperature shall be measured at the inlet of the fuel injection pump and maintained within 306 ‑ 316 K (33‑43 °C) for positive‑ignition engines the fuel temperature shall be measured as near as possible to the inlet of the carburettor or **assembly** of fuel injectors and maintained within 293–303 K (20‑30 °C).”

*Annex 5, paragraph 2.3.6.*, amend to read:

“2.3.6. Fuel type

(a) Diesel (non-road gas-oil);

(b) Ethanol for dedicated compression ignition engines (ED95);

(c) Petrol (E10);

(d) Ethanol (E85);

(e) Natural gas/Biomethane:

(i) Universal fuel — high calorific fuel (H-gas) and low calorific fuel (L-gas);

(ii) Restricted fuel — high calorific fuel (H-gas);

(iii) Restricted fuel — low calorific fuel (L-gas);

(iv) Fuel specific (LNG);

(f) Liquid Petroleum Gas (LPG);

**(g) Hydrogen**”

*Annex 7, insert new paragraph 3.3.*, to read:

**3.3.** **Type: Hydrogen**

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| ***Parameter*** | ***Unit*** | ***Limits*** | | ***Test method*** |
| ***Minimum*** | ***Maximum*** |
| **Hydrogen fuel index** | **%** | **99.97** |  | **1** |
| **Total non-hydrogen gases** | **μmol/mol** |  | **300** |  |
| **Lists of non-hydrogen gases and the specification of each contaminant 6:** | | | |  |
| **Water (H2O)** | **μmol/mol** |  | **5** | **5** |
| **Total hydrocarbons except methane (C1 equivalent) 2** | **μmol/mol** |  | **2** | **5** |
| **Methane (CH4)** | **μmol/mol** |  | **100** | **5** |
| **Oxygen (O2)** | **μmol/mol** |  | **5** | **5** |
| **Helium (He)** | **μmol/mol** |  | **300** | **5** |
| **Nitrogen (N2)** | **μmol/mol** |  | **300** | **5** |
| **Argon (Ar)** | **μmol/mol** |  | **300** | **5** |
| **Carbon dioxide (CO2)** | **μmol/mol** |  | **2** | **5** |
| **Carbon monoxide (CO) 3** | **μmol/mol** |  | **0.2** | **5** |
| **Total sulphur compounds (H2S basis) 4** | **μmol/mol** |  | **0.004** | **5** |
| **Formaldehyde (HCHO)** | **μmol/mol** |  | **0.2** | **5** |
| **Formic acid (HCOOH)** | **μmol/mol** |  | **0.2** | **5** |
| **Ammonia (NH3)** | **μmol/mol** |  | **0.1** | **5** |
| **Total halogenated compounds (Halogenate ion basis)** | **μmol/mol** |  | **0.05** | **5** |

***Notes***

**1 The hydrogen fuel index is determined by subtracting the “total non-hydrogen gases” in this table, expressed in mole per cent, from 100 mole per cent.**

**2 Total hydrocarbons except methane include oxygenated organic species.**

**3 The sum of measured CO, HCHO and HCOOH shall not exceed 0.2 µmol/mol**

**4 As a minimum, total sulphur compounds include H2S, COS, CS2 and mercaptans, which are typically found in natural gas.**

**5 Test method shall be documented. Test methods defined in ISO21087 are preferable.**

**6 The analysis of specific contaminants depending on the production process shall be exempted. The manufacturer shall provide the approval authority reasons for exempting specific contaminants.”**

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1. \* In accordance with the programme of work of the Inland Transport Committee for 2023 as outlined in proposed programme budget for 2024 (A/78/6 (Sect. 20), table 20.5), 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. [↑](#footnote-ref-2)