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Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

192nd session

Geneva, 5–8 March 2024

Item 4.9.1 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRE

Proposal for Supplement 3 to the 06 series of amendments to UN Regulation No. 10 (Electromagnetic compatibility)

Submitted by the Working Party on Lighting and Light-Signalling*

The text reproduced below was adopted by the Working Party on Lighting and Light-Signalling (GRE) at its eighty-ninth session (ECE/TRANS/WP.29/GRE/89, para. 37). It is based on ECE/TRANS/WP.29/GRE/2023/26. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their March 2024 sessions.

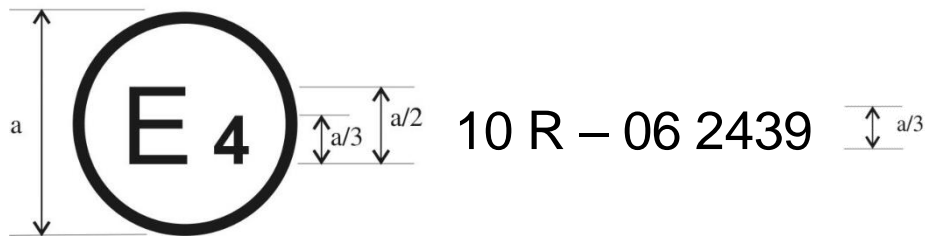
* In accordance with the programme of work of the Inland Transport Committee for 2024 as outlined in proposed programme budget for 2024 (A/78/6 (Sect. 20), table 20.5), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



Annex 1, Model A, amend to read:

"Model A

(See paragraph 5.2. of this Regulation)



$a = 6 \text{ mm min}$

The above approval mark affixed to a vehicle or ESA shows that the vehicle type concerned has, with regard to electromagnetic compatibility, been approved in the Netherlands (E 4) pursuant to Regulation No. 10 under approval No. 06 2439. The approval number indicates that the approval was granted according to the requirements of Regulation No. 10 as amended by the 06 series of amendments."

Annex 4,

Paragraph 2.3.3., amend to read:

"2.3.3. Power charging harness

The power charging harness shall be placed in a straight line between the AMN(s) and the vehicle charging plug and shall be routed perpendicularly to the vehicle longitudinal axis (see Figure 3a and Figure 3c). The projected harness length from the side of the AMN(s) to the side of the vehicle shall be 0,8 (+0,2 / -0) m as shown in Figure 3b and Figure 3d.

For a longer harness the extraneous length shall be 'Z-folded' in a less than 0,5 m width approximately around the middle of the AMN to vehicle distance. If it is impractical to do so because of harness bulk or stiffness, or because the testing is being done at a user's installation, the disposition of the excess harness shall be precisely noted in the test report.

The charging harness at the vehicle side shall hang vertically at a distance of 100 (+200 / -0) mm from the vehicle body.

The whole harness shall be placed on a non-conductive, low relative permittivity (dielectric-constant) material ($\epsilon_r \leq 1,4$), at (100 ± 25) mm above the ground plane (ALSE) or floor (OTS)."

Paragraph 2.4.4., amend to read:

"2.4.4. Power charging / local/private communication harness

The power charging local/private communication harness shall be laid out in a straight line between the AMN(s) / DC-charging-AN(s) / AAN(s) and the vehicle charging socket and shall be routed perpendicularly to the vehicle's longitudinal axis (see Figure 3e and Figure 3g). The projected harness length from the side of the AMN(s) to the side of the vehicle shall be 0,8 (+0,2 / -0) m as shown in Figure 3f and Figure 3h.

For a longer harness the extraneous length shall be 'Z-folded' in less than 0,5 m width. If it is impractical to do so because of harness bulk or stiffness, or because the testing is being done at a user installation, the disposition of the excess harness shall be precisely noted in the test report.

The power charging local/private communication harness at vehicle side shall hang vertically at a distance of 100 (+200 / -0) mm from the vehicle body.

The whole harness shall be placed on a non-conductive, low relative

permittivity (dielectric-constant) material ($\epsilon_r \leq 1,4$), at (100 ± 25) mm above the ground plane (ALSE) or floor (OTS)."

Annex 6,

Paragraph 2.3.3., amend to read:

"2.3.3. Power charging harness

The power charging harness shall be placed in a straight line between the AMN(s) and the vehicle charging plug and shall be routed perpendicularly to the vehicle longitudinal axis (see Figure 4a and Figure 4c). The projected harness length from the side of the AMN(s) to the side of the vehicle shall be $0,8 (+0,2 / -0)$ m as shown in Figure 4b and Figure 4d.

For a longer harness the extraneous length shall be 'Z-folded' in a less than $0,5$ m width approximately around the middle of the AMN to vehicle distance. If it is impractical to do so because of harness bulk or stiffness, or because the testing is being done at a user's installation, the disposition of the excess harness shall be precisely noted in the test report.

The charging harness at the vehicle side shall hang vertically at a distance of $100 (+200 / -0)$ mm from the vehicle body.

The whole harness shall be placed on a non-conductive, low relative permittivity (dielectric-constant) material ($\epsilon_r \leq 1,4$), at (100 ± 25) mm above the ground plane (ALSE) or floor (OTS)."

Paragraph 2.4.4., amend to read:

"2.4.4. Power charging / local/private communication harness

The power charging local/private communication harness shall be laid out in a straight line between the AMN(s) / DC-charging-AN(s) / AAN(s) and the vehicle charging socket and shall be routed perpendicularly to the vehicle's longitudinal axis (see Figure 4e and Figure 4g). The projected harness length from the side of the AMN(s) to the side of the vehicle shall be $0,8 (+0,2 / -0)$ m as shown in Figure 4f and Figure 4h.

For a longer harness the extraneous length shall be 'Z-folded' in less than $0,5$ m width. If it is impractical to do so because of harness bulk or stiffness, or because the testing is being done at a user installation, the disposition of the excess harness shall be precisely noted in the test report.

The power charging local/private communication harness at vehicle side shall hang vertically at a distance of $100 (+200 / -0)$ mm from the vehicle body.

The whole harness shall be placed on a non-conductive, low relative permittivity (dielectric-constant) material ($\epsilon_r \leq 1,4$), at (100 ± 25) mm above the ground plane (ALSE) or floor (OTS)."