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World Forum for Harmonization of Vehicle Regulations

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Item 4.7.9. of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRPE

Proposal for Supplement 13 to the 01 series of amendments to UN Regulation No. 101 (CO₂ emission/fuel consumption)

Submitted by the Working Party on Pollution and Energy*

The text reproduced below was adopted by the Working Party on Pollution and Energy (GRPE) at its ninetieth session (ECE/TRANS/WP.29/GRPE/90, para. 20). It is based on ECE/TRANS/WP.29/GRPE/2024/9 and GRPE-90-39 as amended by Annex VIII of the session report. 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 June 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.

Paragraph 9.4.3.1., amend to read:

"9.4.3.1. The vehicle shall be prepared according to the procedure in paragraph 5.2.2. of Annex 7 to this Regulation.

During the conformity of production procedure, the break-off criterion for the Type 1 test procedure according to paragraph 5.2.3.1. to Annex 7 to this Regulation (consecutive cycle procedure) and paragraph 5.2.3.2. to Annex 7 to this Regulation (Shortened Test Procedure) shall be replaced with the following:

The break-off criterion for the conformity of production procedure shall be reached with having finished the first two NEDC test cycles according to paragraph 2. to Annex 7 to this Regulation."

Annex 8, paragraph 3.2.2.5. and paragraph 3.2.2.5.1., amend to read:

"3.2.2.5. Application of a normal charge

Normal charging is the transfer of electricity to an electrified vehicle with a power of less than or equal to 22 kW.

Where there are several possible methods to perform a normal AC charge (e.g. cable, induction, etc.), the charging procedure via cable shall be used.

Where there are several AC charging power levels available, the highest normal charging power shall be used. An AC charging power lower than the highest normal AC charging power may be selected if recommended by the manufacturer and by approval of the responsible authority.

3.2.2.5.1. Charging procedure

The REESS shall be charged at an ambient temperature compromised between 20°C and 30°C with the on-board charger if fitted.

In the following cases, a charger recommended by the manufacturer and using the charging pattern prescribed for normal charging shall be used if:

- (a) No on-board charger is fitted, or
- (b) Charging time exceeds maximum time defined in paragraph 3.2.2.5.2.

The procedures in this paragraph exclude all types of special charges that could be automatically or manually initiated, e.g. equalization charges or servicing charges.

The car manufacturer shall declare that during the test, a special charge procedure has not occurred."

Appendix 2, insert new paragraph 2., to read:

"2. External REESS current measurement"

Paragraph 2., renumber to 2.1.

Paragraph 2.1., renumber to 2.1.1.

Paragraphs 2.1.1. to 2.1.3., renumber to 2.1.1.1. to 2.1.1.3.

Paragraph 2.2. renumber to 2.1.2.

Paragraph 3. renumber to 2.2.

Insert new paragraph 3., to read:

"3. Vehicle on-board REESS current data

As an alternative to paragraph 2. of this appendix, the manufacturer may use the on-board current measurement data. The accuracy of these data shall be demonstrated to the approval authority."