

## Consolidated proposal for Supplement 3 to the 01 series of amendments to UN Regulation No. 101 (CO<sub>2</sub> emissions/fuel consumption), amending ECE/TRANS/WP.29/GRPE/2013/9

The main purpose of this proposal is to modify the content of the draft Supplement 3 to the 01 series of amendments to Regulation No. 101(ECE/TRANS/WP.29/GRPE/2013/9).

The amendments proposed here, marked in track changes (01 Supplement 3b):

- a) modify the text of ECE/TRANS/WP.29/GRPE/2013/9 (including the amendments, marked in track changes as 01 Supplement 3);
- b) amend the text of Regulation No. 101 (01 series of amendments);
- c) correct proposals in ECE/TRANS/WP.29/GRPE/2013/9 that were not amending the latest consolidation of UN Regulation No. 101 (updated consolidation).

### I. Proposal

Paragraph 2.~~46~~17.1., amend to read:

"2.~~46~~17.1. "Hybrid electric vehicle (HEV)" means a vehicle, including vehicles which draw energy from a consumable fuel only for the purpose of re-charging the electrical energy/power storage device, that, for the purpose of mechanical propulsion, draws energy from both of the following on-vehicle sources of stored energy/power:

- (a) a consumable fuel;
- (b) a battery, capacitor, flywheel/generator or other electrical energy/power storage device;~~means a vehicle powered by a hybrid electric power train;~~"

Insert new paragraphs 2.20. and 2.21., to read:

"2.20. "Flex fuel H2NG vehicle" means a flex fuel vehicle that can run on different mixtures of hydrogen and NG/biomethane;

2.21. "Hydrogen fuel cell vehicle" means a vehicle powered by a fuel cell that converts chemical energy from hydrogen into electric energy, for propulsion of the vehicle."

~~Footnote 2, amend to read:~~

"

~~<sup>2</sup> The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.2/Amend.1 [www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.htm](http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.htm). 1 for Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Serbia and Montenegro, 11 for the United Kingdom, 12 for Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35 (vacant), 36 for Lithuania, 37 for Turkey, 38 (vacant), 39 for Azerbaijan, 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia, 46 for Ukraine, 47 for South Africa, 48 for New Zealand, 49 for Cyprus, 50 for Malta and 51 for the Republic of Korea. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement."~~

*Paragraph 5.1.*, split in paragraphs 5.1. and 5.1.1. to read:

"5.1. General

5.1.1. The components liable to affect the emissions of CO<sub>2</sub> and fuel consumption or the electric energy consumption shall be so designed, constructed and assembled as to enable the vehicle, in normal use, despite the vibrations to which it may be subjected, to comply with the provisions of this Regulation."

*Insert new paragraphs 5.1.2. to 5.1.3.*, to read:

"5.1.2. The daytime running lamps of the vehicle as defined in ~~Section 2~~ paragraph 2.7.25. of Regulation No 48 shall be switched on during the test cycle if the vehicle is required to be equipped with daytime running lamps as indicated in paragraph 5.22. of Regulation No. 48. The vehicle tested shall be equipped with the daytime running lamp system that has the highest electrical energy consumption among the daytime running lamp systems, which are fitted by the manufacturer to vehicles in the group represented by the type-approved vehicle. The manufacturer shall supply appropriate technical documentation to the type-approval authorities in this respect.

5.1.3. Table A illustrates the application of the test requirements for type approval of a vehicle.

Table A

**Application of the test requirements: CO<sub>2</sub> emissions, fuel consumption, electric energy consumption and electric range**

<i>Vehicles with positive ignition engines including hybrids</i>			<i>Test?</i>
Mono fuel	Petrol (E5)		Yes
	LPG		Yes
	NG/Biomethane		Yes
	Hydrogen		Yes
Bi-fuel <sup>1</sup>	Petrol (E5)	LPG	Yes (both fuels)

	Petrol (E5)	NG/Biomethane	Yes (both fuels)
	Petrol (E5)	Hydrogen	Yes (both fuels)
Flex-fuel <sup>1</sup>	Petrol (E5)	Ethanol (E85)	Yes (both fuels)
	NG/Biomethane	H2NG	Yes (both fuels)
<i>Vehicles with compression ignition engines including hybrids</i>			<i>Test?</i>
Flex fuel	Diesel (B5)	Biodiesel	Yes (B5 only) <sup>2</sup>
Mono fuel	Diesel (B5)		Yes
<i>Other vehicles</i>			<i>Test?</i>
Pure electric vehicles			Yes
Hydrogen Fuel cell vehicles			Yes

*Notes:*

<sup>1</sup> When a bi-fuel vehicle is combined with a flex fuel vehicle, both test requirements are applicable.

<sup>2</sup> This provision is temporary, further requirements for biodiesel shall be proposed later on.

"

*Paragraph 5.2.3. and 5.2.4., amend to read (leaving footnote 3 unchanged):*

"5.2.3. Fuel consumption values must be expressed in litres per 100 km (in the case of petrol, LPG, ethanol (E85) and diesel), in m<sup>3</sup> per 100 km (in the case of NG/biomethane and H2NG) or in kg per 100 km (in the case of hydrogen) ~~expressed in litres per 100 km (in the case of petrol, LPG or diesel) or in m<sup>3</sup> per 100 km (in the case of NG);~~ and are calculated according to paragraph 1.4.3. of Annex 6 ~~by the carbon balance method using the measured emissions of CO<sub>2</sub> and the other carbon related emissions (CO and HC).~~ The results will be rounded to the first decimal place.

5.2.4. For the purpose of the calculation mentioned in paragraph 5.2.3., the fuel consumption shall be expressed in appropriate units and the following fuel characteristics shall be used:

- (a) Density: measured on the test fuel according to ISO 3675 or an equivalent method. For petrol, diesel, biodiesel and ethanol (E85 and E75) the density measured at 15 °C will be used; for LPG and natural gas/biomethane a reference density will be used, as follows:

0.538 kg/litre for LPG

0.654 kg/m<sup>3</sup> for NG<sup>3</sup>;

- (b) Hydrogen-carbon ratio: fixed values will be used which are:

C<sub>1</sub>H<sub>1.89</sub>O<sub>0.016</sub> for petrol;

C<sub>1</sub>H<sub>1.86</sub>O<sub>0.005</sub> for diesel;

C<sub>1</sub>H<sub>2.525</sub> for LPG (liquefied petroleum gas);

CH<sub>4</sub> for NG (natural gas) and biomethane;

C<sub>1</sub>H<sub>2.74</sub>O<sub>0.385</sub> for ethanol (E85);

C<sub>1</sub>H<sub>2.61</sub>O<sub>0.329</sub> for ethanol (E75)."

*Paragraph 11., amend to read:*

~~"11. Production definitively discontinued PRODUCTION DEFINITELY DISCONTINUED~~

~~..."~~

*Annex 4, items 7.1.2.1. to 7.1.2.3., amend to read (inserting also a new footnote \*):*

- "7.1.2.1. Fuel consumption (urban conditions):  
 ..... l/100 km or m<sup>3</sup>/100 km or kg/100 km<sup>\*</sup>
- 7.1.2.2. Fuel consumption (extra-urban conditions):  
 ..... l/100 km or m<sup>3</sup>/100 km or kg/100 km<sup>\*</sup>
- 7.1.2.3. Fuel consumption (combined):  
 ..... l/100 km or m<sup>3</sup>/100 km or kg/100 km<sup>\*</sup>

<sup>\*</sup> Delete where not applicable (when more than one entry is applicable, there are cases where nothing needs to be deleted)."

*Annex 6*

*The title, amend to read:*

**"Method of measuring emissions of carbon dioxide and fuel consumption of vehicles powered by an internal combustion engine only or hydrogen fuel cell vehicles"**

*Paragraph 1.1., amend to read:*

- "1.1. Emissions of carbon dioxide (CO<sub>2</sub>) and fuel consumption of vehicles powered by an internal combustion engine only shall be determined according to the procedure for the Type I test as defined in Annex 4a of Regulation No. 83 in force at the time of the approval of the vehicle."

*Paragraph 1.3., amend to read:*

- "1.3. In addition to the conditions specified in Annex 4a of Regulation No. 83...."

*Paragraph 1.4.1., amend to read:*

- "1.4.1. The mass emission of CO<sub>2</sub>, expressed in g/km, shall be calculated from the measurement results using the provisions defined in ~~appendix 8 to Annex 4~~ paragraph 6.6. of Annex 4a to Regulation No. 83 in force at the time of the approval of the vehicle."

*Paragraphs 1.4.2. and 1.4.3., amend to read:*

- "1.4.2. The fuel consumption values shall be calculated from the emissions of hydrocarbons, carbon monoxide, and carbon dioxide determined from the measurement results using the provisions defined in ~~paragraph 6.6. appendix 8 to~~ Annex 4a ~~of~~ Regulation No. 83 in force at the time of the approval of the vehicle.

- 1.4.3. The fuel consumption, expressed in litres per 100 km (in the case of petrol, LPG, ethanol (E85) and diesel), in m<sup>3</sup> per 100 km (in the case of NG/biomethane and H2NG) or in kg per 100 km (in the case of hydrogen) is calculated by means of the following formulae:~~The fuel consumption, expressed in litres per 100 km (in the case of petrol, LPG or diesel) or in m<sup>3</sup> per 100 km (in the case of NG) is calculated by means of the following formulae:~~

...

~~(f) For vehicles with a compression ignition engine fuelled with diesel (B5):~~

$$FC = (0.116/D) \cdot [(0.861 \cdot HC) + (0.429 \cdot CO) + (0.273 \cdot CO_2)];$$

(e) for vehicles with a positive ignition engine fuelled with ethanol (E85):

$$FC = (0.1742/D) \cdot [(0.574 \cdot HC) + (0.429 \cdot CO) + (0.273 \cdot CO_2)];$$

(gf) For vehicles with a positive ignition engine fuelled by H2NG:

$$FC = \left( \frac{910.4 \cdot A + 13600}{44.655 \cdot A^2 + 667.08 \cdot A} \right) \cdot \left( \frac{7.848 \cdot A}{9.104 \cdot A + 136} \right) \cdot HC + 0.429 \cdot CO + 0.273 \cdot CO_2$$

(hg) For vehicles fuelled by gaseous hydrogen:

$$FC = 0.024 \cdot \left( \frac{V}{d} \right) \cdot \left[ \left( \frac{1}{Z_2} \right) \cdot \left( \frac{p_2}{T_2} \right) - \left( \frac{1}{Z_1} \right) \cdot \left( \frac{p_1}{T_1} \right) \right] \quad FC = 0.024 \cdot \frac{V}{d} \left[ \frac{1 \cdot p_1}{Z_1 \cdot T_1} - \frac{1 \cdot p_2}{Z_2 \cdot T_2} \right]$$

Under previous agreement with the type-approval authority, and for vehicles fuelled either by gaseous or liquid hydrogen, the manufacturer may choose as alternative to the method above, either the formula

$$FC = 0.1 \cdot (0.1119 \cdot H_2O + H_2)$$

for vehicles powered by internal combustion engine only, or a method according to standard protocols such as SAE J2572 or ISO 23828.

In these formulae:

- FC = the fuel consumption in litre per 100 km (in the case of petrol, ethanol, LPG, diesel or biodiesel) in m<sup>3</sup> per 100 km (in the case of natural gas and H2NG) or in kg per 100 km in the case of hydrogen. ~~the fuel consumption in litre per 100 km (in the case of petrol, LPG or diesel) or in m<sup>3</sup> per 100 km (in the case of natural gas)~~
- HC = the measured emission of hydrocarbons in g/km
- CO = the measured emission of carbon monoxide in g/km
- CO<sub>2</sub> = the measured emission of carbon dioxide in g/km
- H<sub>2</sub>O = the measured emission of H<sub>2</sub>O in g/km
- H<sub>2</sub> = the measured emission of H<sub>2</sub> in g/km
- A = quantity of NG/biomethane within the H2NG mixture, expressed in per cent volume
- D = the density of the test fuel. In the case of gaseous fuels this is the density at 15 °C.
- d = the theoretical distance covered by a vehicle tested under the Type I test in km.
- p<sub>1</sub> = pressure in gaseous fuel tank before the operating cycle in Pa;
- p<sub>2</sub> = pressure in gaseous fuel tank after the operating cycle in Pa;
- T<sub>1</sub> = temperature in gaseous fuel tank before the operating cycle in K.

- $T_2$  = temperature in gaseous fuel tank after the operating cycle in K.
- $Z_1$  = compressibility factor of the gaseous fuel at  $p_1$  and  $T_1$
- $Z_2$  = compressibility factor of the gaseous fuel at  $p_2$  and  $T_2$
- $V$  = inner volume of the gaseous fuel tank in  $m^3$

The compressibility factor shall be obtained from the following table:

		T (K)									
		5	100	200	300	400	500	600	700	800	900
p (bar)	33	0.859	1.051	1.885	2.648	3.365	4.051	4.712	5.352	5.973	6.576
	53	0.965	0.922	1.416	1.891	2.338	2.765	3.174	3.57	3.954	4.329
	73	0.989	0.991	1.278	1.604	1.923	2.229	2.525	2.81	3.088	3.358
	93	0.997	1.042	1.233	1.47	1.711	1.947	2.177	2.4	2.617	2.829
	113	1	1.066	1.213	1.395	1.586	1.776	1.963	2.146	2.324	2.498
	133	1.002	1.076	1.199	1.347	1.504	1.662	1.819	1.973	2.124	2.271
	153	1.003	1.079	1.187	1.312	1.445	1.58	1.715	1.848	1.979	2.107
	173	1.003	1.079	1.176	1.285	1.401	1.518	1.636	1.753	1.868	1.981
	193	1.003	1.077	1.165	1.263	1.365	1.469	1.574	1.678	1.781	1.882
	213	1.003	1.071	1.147	1.228	1.311	1.396	1.482	1.567	1.652	1.735
	233	1.004	1.071	1.148	1.228	1.312	1.397	1.482	1.568	1.652	1.736
	248	1.003	1.069	1.141	1.217	1.296	1.375	1.455	1.535	1.614	1.693
	263	1.003	1.066	1.136	1.207	1.281	1.356	1.431	1.506	1.581	1.655
	278	1.003	1.064	1.13	1.198	1.268	1.339	1.409	1.48	1.551	1.621
	293	1.003	1.062	1.125	1.19	1.256	1.323	1.39	1.457	1.524	1.59
	308	1.003	1.06	1.12	1.182	1.245	1.308	1.372	1.436	1.499	1.562
	323	1.003	1.057	1.116	1.175	1.235	1.295	1.356	1.417	1.477	1.537
	338	1.003	1.055	1.111	1.168	1.225	1.283	1.341	1.399	1.457	1.514
	353	1.003	1.054	1.107	1.162	1.217	1.272	1.327	1.383	1.438	1.493

In the case that the needed input values for  $p$  and  $T$  are not indicated in the table, the compressibility factor shall be obtained by linear interpolation between the compressibility factors indicated in the table, choosing the ones that are the closest to the sought value."

#### Annex 8

Paragraph 1.1., amend to read:

"1.1. This annex defines the specific provisions regarding type-approval of a hybrid electric vehicle (HEV) as defined in paragraph 2.1~~67.1.2-12.2.~~ of this Regulation."

Paragraphs 1.4.1. to 1.4.3., amend to read:

"1.4.1. For vehicles with a manual transmission the driving cycle described in paragraph 6.1. of Annex 4a ~~appendix 1 of Annex 4~~ to Regulation No. 83 in force at the time of approval of the vehicle shall be used, including the prescribed gear shifting points.

1.4.2. For vehicles with a special gear shifting strategy the gear shifting points prescribed in ~~paragraph 6.1. of Annex 4a appendix 1 of Annex 4~~ to Regulation No. 83 are not applied. For these vehicles the driving cycle specified in ~~paragraph 6.1.3.2. of Annex 4a paragraph 2.3.3. of Annex 4~~ to Regulation No. 83 in force at the time of approval of the vehicle shall be used. Concerning gear shifting points, these vehicles shall be driven according to the manufacturer's instructions, as incorporated in the drivers' handbook of production vehicles and indicated by a technical gear shift instrument (for drivers information).

1.4.3. For vehicles with an automatic transmission the driving cycle specified in ~~paragraph 6.1.3.2. of Annex 4a paragraph 2.3.3. of Annex 4~~ to Regulation No. 83 in force at the time of approval of the vehicle shall be used."

*Paragraph 3.2.3.4., amend to read:*

"3.2.3.4. The exhaust gases shall be analysed according to Annex 4a of Regulation No. 83 in force at the time of approval of the vehicle."

*Paragraph 3.3.2.4., amend to read:*

"3.3.2.4. The exhaust gases shall be analysed according to Annex 4a of Regulation No. 83 in force at the time of approval of the vehicle."

*Paragraph 4.2.4.4., amend to read:*

"4.2.4.4. The exhaust gases shall be analysed according to Annex 4a of Regulation No. 83 in force at the time of approval of the vehicle."

*Paragraph 4.3.2.4., amend to read:*

"4.3.2.4. The exhaust gases shall be analysed according Annex 4a of Regulation No. 83 in force at the time of approval of the vehicle."

*Annex 9, paragraph 4.2.2.1.1., amend to read:*

"4.2.2.1.1. The applicable test sequence and accompanying gear shift prescription, as defined in paragraph 1.4. of Annex 8, is applied on a chassis dynamometer adjusted as described in ~~Appendices 2, 3, and 4 of Annex 4 of Appendices 1, 6 and 7 of Annex 4a~~ to Regulation No. 83, until the end of the test criteria is reached.

..."

*Annex 10, paragraph 3.2.1., amend to read:*

"3.2.1. Preparation of the vehicle, if required, for the emissions test during a regeneration phase, may be completed using the preparation cycles in ~~paragraph 6.3. of Annex 4A to paragraph 5.3. of Annex 4 of~~ Regulation No. 83 or equivalent engine test bench cycles, depending on the loading procedure chosen in paragraph 3.1.2. above."

## II. Justification

1. The text aims to align the requirements of UN Regulation No. 101 with those of European Union Regulation (EC) Nos. 459/2012 and 630/2012.

2. Regarding the requirement for daytime running lamps, it should be clarified that the first sentence of Annex 4a, 3.2.7. is only applied to the vehicles required to be equipped with daytime running lamps.

3. Hydrogen balance method is considered to be suitable only for the vehicles powered by internal combustion engine and not for fuel cell vehicles because of the following reasons:

- (a) In case of a fuel cell vehicle, unlike the vehicle powered by internal combustion engines, the temperature of the exhaust system to emit the water during test procedure is relatively low. Therefore, the generated water tends to be accumulated during the test sequence including preconditioning cycle.
- (b) The fuel cell system may not continuously emit generated water because it re-uses the water to maintain the humidity of the fuel cells.

4. The text aims to make sure that the modifications proposed apply to the correct consolidated text, taking into account of Revision 3 and the following amendments.

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