

19 February 2024

Agreement

Concerning the Adoption of Harmonized Technical United Nations Regulations 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 United Nations Regulations*

(Revision 3, including the amendments which entered into force on 14 September 2017)

Addendum 100 – UN Regulation No. 101

Revision 3 - Amendment 11

Supplement 12 to the 01 series of amendments – Date of entry into force 5 January 2024

Uniform provisions concerning the approval of passenger cars powered by an internal combustion engine only, or powered by a hybrid electric power train with regard to the measurement of the emission of carbon dioxide and fuel consumption and/or the measurement of electric energy consumption and electric range, and of categories M₁ and N₁ vehicles powered by an electric power train only with regard to the measurement of electric energy consumption and electric range

This document is meant purely as documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2023/65.



UNITED NATIONS

* Former titles of the Agreement:

Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version); 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, done at Geneva on 5 October 1995 (Revision 2).

Paragraph 5.1.2., amend to read:

"5.1.2. The vehicle to be tested shall be equipped with the daytime running lamp system that has the highest electrical energy consumption of 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.

The daytime running lamps as defined in paragraph 2. of Regulation No. 48 shall be switched ON during the test cycle."

Insert a new paragraph 5.1.2.1. to read:

"5.1.2.1. For tests according to this Regulation performed after [xx-xx-20xx¹], the rear position lamps shall be set to the operating condition which is applied at ambient lighting conditions exceeding 7,000 lux (e.g. by the vehicle's dynamometer operation mode)."

Insert a new paragraph 13.6., to read:

"13.6. Until 1 September 2024, Contracting Parties applying this Regulation may continue to grant extensions of type approvals according to the 01 series of amendments to this Regulation, based on the test procedures for the discharge of electrical energy/power storage device of the vehicle described in paragraph 4.2.2.1. to Annex 8 of this Regulation, without taking into account the provisions of Supplement 12."

Annex 1, insert new paragraph 1.6., to read:

"1.7. Name(s) and address(es) of assembly plant(s):"

Annex 8, paragraph 4.2.2.1., amend to read:

"4.2.2.1. The electrical energy/power storage device of the vehicle is discharged while driving with the switch in pure electric position (on the test track, on a chassis dynamometer, etc.) at a steady speed of 70 per cent \pm 5 per cent of the maximum thirty minutes speed of the vehicle in pure electric mode, which is to be determined according to the test procedure for electric vehicles defined in UN Regulation No. 68.

Stopping the discharge occurs:

- (a) When the vehicle is not able to run at 65 per cent of the maximum thirty minutes speed; or
- (b) When an indication to stop the vehicle is given to the driver by the standard on-board instrumentation; or
- (c) After covering a distance of 100 km.

If the vehicle is not equipped with a pure electric mode, the electrical energy/power storage device discharge shall be achieved by driving the vehicle (on the test track, on a chassis dynamometer, etc.):

- (a) At a steady speed of 50 km/h until the fuel consuming engine of the HEV starts up;
- (b) Or if a vehicle cannot reach a steady speed of 50 km/h without starting up the fuel consuming engine, the speed shall be reduced until the vehicle can run a lower steady speed where the fuel consuming engine just does not start up for a defined time/distance (to be specified between technical service and manufacturer);
- (c) Or with manufacturer's recommendation.

¹ Date to be replaced by the date of entry into force of this proposal when known

The fuel-consuming engine shall be stopped within 10 seconds of it being automatically started."
