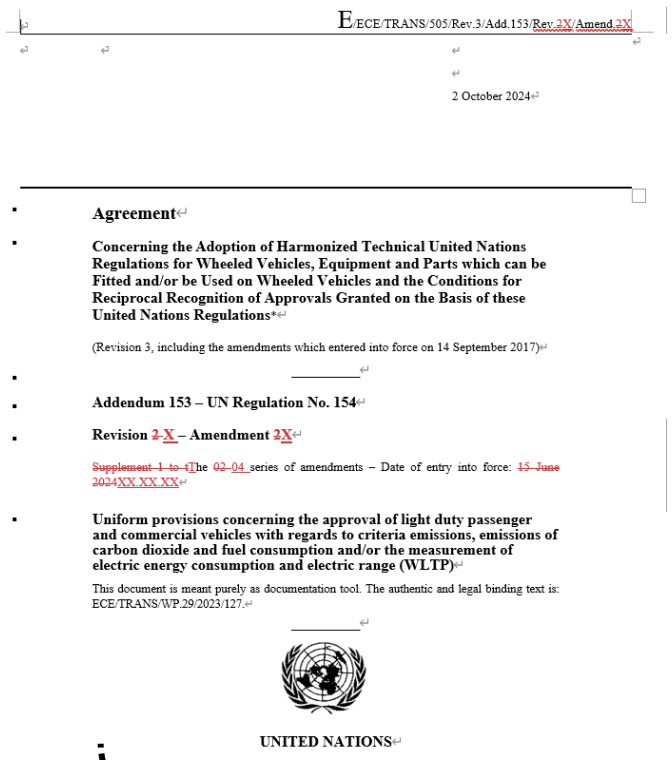
<u>***<proposal>***</u>

Structure of Informal Document for UNR154 new 04(/05) series

Cover Page



E/ECE/TRANS/505/Rev.3/Add.153/Rev.2X/Amend.2X

2 October 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 153 – UN Regulation No. 154

Revision ~~2~~ X – Amendment 2X

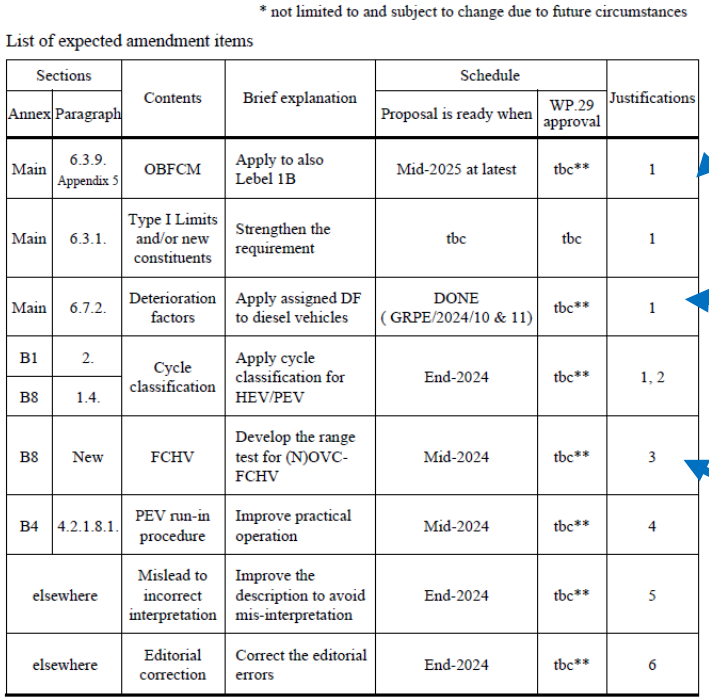
~~Supplement 1 to t~~The ~~02~~ 04 series of amendments – Date of entry into force: ~~15 June 2024~~XX.XX.XX

Uniform provisions concerning the approval of light duty passenger and commercial vehicles with regards to criteria emissions, emissions of carbon dioxide and fuel consumption and/or the measurement of electric energy consumption and electric range (WLTP)

This document is meant purely as documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2023/127.

UNITED NATIONS

Summary Page

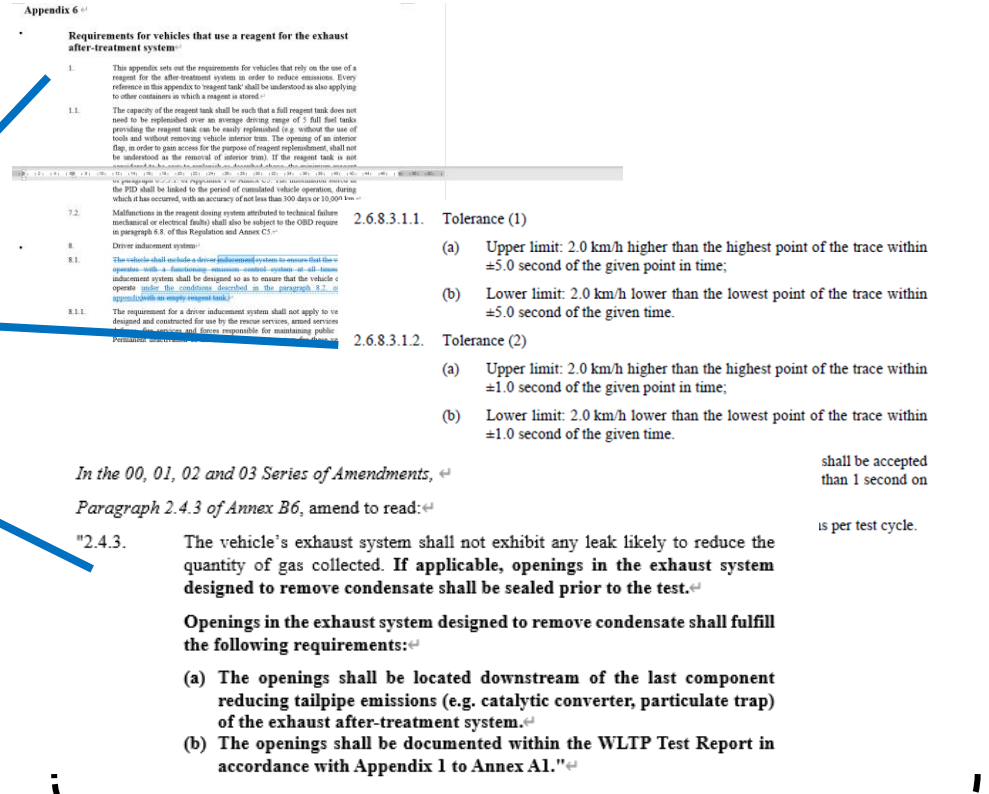


* not limited to and subject to change due to future circumstances

List of expected amendment items

Sections		Contents	Brief explanation	Schedule		Justifications
Annex	Paragraph			Proposal is ready when	WP.29 approval	
Main	6.3.9. Appendix 5	OBFCM	Apply to also Lebel 1B	Mid-2025 at latest	tbc**	1
Main	6.3.1.	Type I Limits and/or new constituents	Strengthen the requirement	tbc	tbc	1
Main	6.7.2.	Deterioration factors	Apply assigned DF to diesel vehicles	DONE (GRPE/2024/10 & 11)	tbc**	1
B1	2.	Cycle classification	Apply cycle classification for HEV/PEV	End-2024	tbc**	1, 2
B8	1.4.					
B8	New	FCHV	Develop the range test for (N)OVC-FCHV	Mid-2024	tbc**	3
B4	4.2.1.8.1.	PEV run-in procedure	Improve practical operation	Mid-2024	tbc**	4
elsewhere		Mislead to incorrect interpretation	Improve the description to avoid mis-interpretation	End-2024	tbc**	5
elsewhere		Editorial correction	Correct the editorial errors	End-2024	tbc**	6

Each specific proposal



Appendix 6

Requirements for vehicles that use a reagent for the exhaust after-treatment system

2.6.8.3.1.1. Tolerance (1)

(a) Upper limit: 2.0 km/h higher than the highest point of the trace within ±5.0 second of the given point in time;

(b) Lower limit: 2.0 km/h lower than the lowest point of the trace within ±5.0 second of the given time.

2.6.8.3.1.2. Tolerance (2)

(a) Upper limit: 2.0 km/h higher than the highest point of the trace within ±1.0 second of the given point in time;

(b) Lower limit: 2.0 km/h lower than the lowest point of the trace within ±1.0 second of the given time.

In the 00, 01, 02 and 03 Series of Amendments, shall be accepted than 1 second on

Paragraph 2.4.3 of Annex B6, amend to read:

is per test cycle.

"2.4.3. The vehicle's exhaust system shall not exhibit any leak likely to reduce the quantity of gas collected. **If applicable, openings in the exhaust system designed to remove condensate shall be sealed prior to the test.**

Openings in the exhaust system designed to remove condensate shall fulfill the following requirements:

(a) The openings shall be located downstream of the last component reducing tailpipe emissions (e.g. catalytic converter, particulate trap) of the exhaust after-treatment system.

(b) The openings shall be documented within the WLTP Test Report in accordance with Appendix 1 to Annex A1."

Rob-san and myself develop cover sheet and summary page, then merge the documents provided by each organisation

Each responsible organisation provide their proposals contents only