

<proposal>

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

Cover Page

Summary Page

Each specific proposal

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

2 October 2024⁴²

Agreement⁴²

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 Regulations⁴²

(Revision 3, including the amendments which entered into force on 14 September 2017)⁴²

Addendum 153 – UN Regulation No. 154⁴²

Revision 2-X – Amendment 2X⁴²

Supplement 1 to 47The 02-04 series of amendments – Date of entry into force: 15-June 2024XX,XX,XX⁴²

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)⁴²

This document is meant purely as a documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2023/127.⁴²



UNITED NATIONS⁴²

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

List of expected amendment items

Sections	Annex	Paragraph	Contents	Brief explanation	Schedule		Justifications
					Proposal is ready when	WP.29 approval	
Main	6.3.9.	Appendix 5	OBFCM	Apply to also Label 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

Appendix 6⁴²

Requirements for vehicles that use a reagent for the exhaust after-treatment system⁴²

1. This appendix sets out the requirements for vehicles that rely on the use of a reagent for the after-treatment system in order to reduce emissions. Every reference in this appendix to 'reagent tank' shall be understood as also applying to other containers in which a reagent is stored.⁴²

1.1. The capacity of the reagent tank shall be such that a full reagent tank does not need to be replenished over an average driving range of 5 full fuel tanks providing the reagent tank can be easily replenished (e.g. without the use of tools and without removing vehicle interior trim). The opening of an interior flap, in order to gain access for the purpose of reagent replenishment, shall not be understood as the removal of interior trim. If the reagent tank is not replenished in the manner described in this paragraph, the requirements in paragraph 6.2.1.1 of this Regulation shall apply.⁴²

1.2. Malfunctions in the reagent dosing system attributed to technical failure (mechanical or electrical faults) shall also be subject to the OBD require as paragraph 6.3 of this Regulation and Annex C3.⁴²

8. Driver indication system⁴²

8.1. The vehicle shall include a driver indication system to ensure that the operator with a functioning emission control system at all times indication system shall be designed so as to ensure that the vehicle operates under the conditions described in the paragraph 8.2.1 of this Regulation in any event.⁴²

8.1.1. The requirement for a driver indication system shall not apply to vehicles designed and constructed for use by the rescue services, armed services, fire services, and forces responsible for maintaining public order.⁴²

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,⁴²

Paragraph 2.4.3 of Annex B6, amend to read:⁴²

"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.⁴²

Openings in the exhaust system designed to remove condensate shall fulfill the following requirements:⁴²

(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.⁴²

(b) The openings shall be documented within the WLTP Test Report in accordance with Appendix 1 to Annex A1."⁴²

shall be accepted than 1 second on is per test cycle.

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