



Economic and Social Council

Distr.: General
11 April 2024

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

193rd session

Geneva, 25–28 June 2024

Item 4.7.7. of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRPE

Proposal for Supplement 13 to UN Regulation No. 85 (Measurement of the net power and the 30 min. power)

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. 47). It is based on ECE/TRANS/WP.29/GRPE/2024/15. 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.



Annex 6, Table 1, amend to read:

"Table 1

Auxiliaries to be fitted for the test to determine net power and the maximum 30 minutes power of electric drive trains

("Standard-production equipment" means equipment provided by the manufacturer for a particular application).

No.	Auxiliaries	Fitted for net power and the maximum 30 minutes power test
1	DC voltage source	Voltage drop during test less than 5 %
2	Speed variator and control device	Yes: Standard-production equipment
3	Liquid-cooling Motor bonnet Bonnet outlet	No
	Radiator ¹ Fan ² Fan cowl Pump ¹ Thermostat ^{1,3}	
	Air cooling Air filter Cowl Blower Temperature adjustment system	Yes: Standard production equipment
4	Electric equipment	Yes: Standard production equipment
5	Bench test auxiliary fan	Yes, if necessary

¹ The radiator, the fan, the fan cowl, the water pump and the thermostat shall be located on the test bench in the same relative position as on the vehicle. The cooling-liquid circulation shall be activated by the drive train water pump only.

In the case that the liquid-cooling pumps are electrically driven, an external circuit including pump, radiator and thermostat in relative positions which differ from those in the vehicle can be used provided that the pressure loss of this circuit and/or the volume flow of the pump remain substantially the same as those of the drive train cooling system of the intended application.

Cooling of the liquid may be produced either by the drive train radiator, or by an external circuit, provided that the pressure loss of this circuit and the pressure at the pump inlet remain substantially the same as those of the drive train cooling system. The radiator shutter, if any, shall be in the open position.

Where the fan, radiator and fan cowl cannot conveniently be fitted for the bench test, the power absorbed by the fan when separately mounted in its correct position in relation to the radiator and cowl (if used), shall be determined at the speed corresponding to the motor speeds used for measurement of the motor power either by calculation from standard characteristics or by practical tests. This power, corrected to the standard atmospheric conditions should be deducted from the correct power.

² Where a disconnectable or progressive fan or blower is incorporated, the test should be carried out with the disconnectable fan (or blower) disconnected or at maximum slip condition.

³ The thermostat may be fixed in the fully open position."