

**PROPOSAL FOR DRAFT 06 SERIES OF AMENDMENTS  
 TO REGULATION No. 83 (English text)**

Transmitted by the Expert from Norway

**A. PROPOSAL**

Paragraph 5.2., table 1 referred to correct to read (new wording underlined, old wording ~~crossed out~~):

"Table 1

Different routes for type approval and extensions

Type approval test	Positive-ignition engined vehicles of categories M and N	Compression-ignition engined vehicles of categories M <sub>1</sub> and N <sub>1</sub>
Type I	YES (maximum mass ≤ 3.5 t)	YES (maximum mass ≤ 3.5 t)
Type II	YES (maximum mass > 3.5 t)	--
Type III	YES	--
Type IV	YES (maximum mass ≤ 3.5 t)	--
Type V	YES (maximum mass ≤ 3.5 t)	YES (maximum mass ≤ 3.5 t)
Type VI	<u>YES (maximum mass ≤ 3.5 t vehicles in category M<sub>1</sub> and category N<sub>1</sub>-class I)</u>	
On-board diagnostics	YES, in accordance with paragraph 11.1.5	YES, in accordance with paragraph 11.1.5.
Extension conditions	Paragraph 7.	Paragraph 7, M <sub>2</sub> and N <sub>2</sub> category vehicles (reference mass ≤ 2,840 kg)

Paragraph 5.3.5.1., correct to read (new wording underlined, old wording ~~crossed out~~):

"5.3.5.1. This test shall be carried out on all M<sub>1</sub> and N<sub>1</sub> Class I vehicles equipped with a positive-ignition engine, ~~except vehicles designed to carry more than six occupants and vehicles whose maximum mass exceeds 2,500 kg.~~"

Paragraph 5.3.5.2., correct to read (new wording underlined, old wording ~~crossed out~~):

"5.3.5.2. Subject to the requirements in paragraphs 5.3.5.2.2. and 5.3.5.3. the test shall be performed three times. The resulting mass of carbon monoxide and hydrocarbon emission shall be less than the limits shown in the table below:

<u>Test temperature 266 K (-7°C)</u>			
<u>Category</u>	<u>Class</u>	<u>Carbon monoxide L1, (g/km)</u>	<u>Hydrocarbons L2, (g/km)</u>
<u>M<sub>1</sub></u> <sup>(1)</sup>	<u>-</u>	<u>15</u>	<u>1.8</u>
<u>N<sub>1</sub></u>	<u>I</u>	<u>15</u>	<u>1.8</u>
<u>N<sub>1</sub></u> <sup>(2)</sup>	<u>II</u>	<u>24</u>	<u>2.7</u>
	<u>III</u>	<u>30</u>	<u>3.2</u>
<sup>(1)</sup> <u>Except vehicles designed to carry more than six occupants and vehicles the maximum mass of which exceeds 2 500 kg.</u>			
<sup>(2)</sup> <u>And those category M<sub>1</sub> vehicles which are specified in note 1.</u>			

<del>Test temperature</del>	<del>Carbon monoxide L1 (g/km)</del>	<del>Hydrocarbons L2 (g/km)</del>
<del>266 K (-7 °C)</del>	<del>15</del>	<del>1.8</del>

Paragraph 11.1.4.4., correct to read (new wording underlined, old wording ~~crossed out~~):

"11.1.4.4. As from 1 January 2002, the Type VI test defined in annex 8 is applicable to new types of vehicle of category M<sub>1</sub> and of category N<sub>1</sub> Class ~~I~~ and which are equipped with a positive-ignition engine. ~~This requirement shall not apply to~~ As from 1 January 2003, the Type VI test defined in annex 8 is applicable to new types of vehicle of category M<sub>1</sub> such vehicles equipped to carry more than six occupants (including the driver) or ~~to vehicles~~ whose maximum mass exceeds 2,500 kg and of category N<sub>1</sub> Class II and III and which are equipped with a positive-ignition engine."

\* \* \*

**B. JUSTIFICATION**

Re. para. 11.1.5.1.: Directive 2001/100/EC introduces limit values and entry into force dates for the low temperature test (-7°C) for new types of passenger vehicles (M<sub>1</sub>) designed to carry more than six occupants and vehicles the maximum mass of which exceeds 2 500 kg and light duty (N<sub>1</sub>) vehicles class II and III and equipped with positive-ignition engines. For harmonization it is therefore proposed to amend the regulation according to the Directive.

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