

PROPOSAL FOR A DRAFT AMENDMENT TO THE 05 SERIES OF
AMENDMENTS TO THE REGULATION NO. 83
(Emissions of M₁ and N₁ categories of vehicles)

Note: The text reproduced below was prepared by the expert from Germany in order to amend document ECE/TRANS/WP.29/GRPE/2008/6 submitted by the expert from the International Organization of Motor Vehicle Manufacturers

A. PROPOSAL

Annex 4.

Paragraph 5.3.1., amend to read:

“5.3.1.: ...

As an alternative, after this preconditioning, the vehicle shall be kept in a room in which the temperature remains relatively constant between 293 and ~~303~~ **298** K (20 and ~~30~~ **25** °C) for not less than 12 hours nor for more than 36 hours prior to the exhaust emission test.
In such a case, at least the engine oil temperature after preconditioning and prior to the engine start should be reported into the test report.”

Annex 4a.

Paragraph 6.3.1., amend to read:

“6.3.1. ...

As an alternative, after this preconditioning, the vehicle shall be kept in a room in which the temperature remains relatively constant between 293 and ~~303~~ **298** K (20 and ~~30~~ **25** °C) for not less than 12 hours nor for more than 36 hours prior to the exhaust emission test.
In such a case, at least the engine oil temperature after preconditioning and prior to the engine start should be reported into the test report.”

B. JUSTIFICATION

The normal temperature ranges in whole Europe during day and night soak periods as an average are general expected clearly below 30 degree Celcius.

Therefore and according to the diagram of Informal document No. GRPE-55-08 (Fig. 1: Development of engine cool down times) presented by OICA during 55th GRPE, 15-18th January 2008, the soak room temperature during this alternative soak time period of at least 12 hours should be limited to 25 degree Celsius (as shown within that graph as „soak area temperature“ – red line).

Otherwise there are concerns, that this alternative method reflect more the „real world“ conditions only during summer times.
