

Proposal for amendments to the 06 and 07 series of amendments to Regulation No. 83 (Emissions of M₁ and N₁ vehicles)

The text reproduced below was prepared by the expert from the European Commission to correct and update both the 06 and 07 series of amendments to Regulation No. 83.

I. Proposal

06 series of amendments only

Annex 11 Appendix 1, Paragraph 6.5.3.5., amend to read:

- "6.5.3.5. The connection interface between the vehicle and the diagnostic tester must be standardised and must meet all the requirements of ISO DIS 15031-3 "Road vehicles – Communication between vehicle and external test equipment for emissions-related diagnostics – Part 3: Diagnostic connector and related electrical circuits: specification and use", dated 1 November 2001. The installation position must be subject to agreement of the ~~administrative department~~ **Type Approval Authority** such that it is readily accessible by service personnel but protected from tampering by non-qualified personnel."

Justification: aligns terminology with that used in the rest of the UNR.

07 series of amendments only

Paragraph 5.2.1., amend to read:

- "5.2.1. Positive ignition engine-powered vehicles and hybrid electric vehicles equipped with a positive ignition engine shall be subject to the following tests:
- Type I (verifying the average exhaust emissions after a cold start);
 - Type II (carbon monoxide emission at idling speed);
 - Type III (emission of crankcase gases);
 - Type IV (evaporation emissions);
 - Type V (durability of anti-pollution devices);
 - Type VI (verifying the average low ambient temperature carbon monoxide and hydrocarbon exhaust emissions after a cold start;
- OBD-test;
- ~~Engine power test."~~

Justification: Corrects error introduced in the 07 series of amendments. Engine power is covered by UN Regulation 85.

Paragraph 5.2.2., amend to read:

"5.2.2. Positive ignition engine-powered vehicle and hybrid electric vehicles equipped with positive ignition engine fuelled with LPG or NG/biomethane (mono or bi-fuel) shall be subjected to the following tests (according to Table A):

Type I (verifying the average exhaust emissions after a cold start);

Type II (carbon monoxide emissions at idling speed);

Type III (emission of crankcase gases);

Type IV (evaporative emissions), where applicable;

Type V (durability of anti-pollution devices);

Type VI (verifying the average low ambient temperature carbon monoxide and hydrocarbon exhaust emissions after a cold start), where applicable,

OBD test;

~~Engine power test."~~

Justification: Corrects error introduced in the 07 series of amendments. Engine power is covered by UN Regulation 85.

Paragraph 13., amend to read:

"13. The Contracting Parties to the 1958 Agreement which apply this Regulation shall communicate to the United Nations Secretariat the names and addresses of the Technical Services responsible for conducting approval tests and of the Type Approval Authorities which grant approval and to which forms certifying approval or extension, or refusal or withdrawal of approval, ~~or extension or refusal or withdrawal of approval,~~ issued in other countries, are to be sent."

Justification: Removes repeated text.

Appendix 3 Paragraph 6., amend to read:

"6. Plan of remedial measures

6.1. The Type Approval Authority shall request the manufacturer to submit a plan of remedial measures to remedy the non-compliance when:

6.1.1. For tailpipe emissions more than one vehicle is found to be an outlying emitter that meets either of the following conditions:

(a) The conditions of paragraph 3.2.2. of Appendix 4 to this Regulation and where both the Type Approval Authority and the manufacturer agree that the excess emission is due to the same cause; or

(b) The conditions of paragraph 3.2.3. of Appendix 4 to this Regulation where the Type Approval Authority has determined that the excess emission is due to the same cause.

~~The Type Approval Authority shall request the manufacturer to submit a plan of remedial measures to remedy the non-compliance.~~

..."

Justification: Removes repeated text.

Annex 10a Paragraph 1.3. Footnote 3, amend to read:

"³ The hydrogen shall not contain dust, sand, dirt, gums, oils, or other substances in an amount sufficient to damage the fuelling station equipment ~~of~~ **or** the vehicle (engine) being fuelled."

Justification: Corrects a typographical error.

Annex 11 Appendix 1, Paragraph 6.5.3.4., amend to read:

"6.5.3.4. Basic diagnostic data, (as specified in paragraph 6.5.1.) and bi-directional control information shall be provided using the format and units described in the standard listed in paragraph 6.5.3.2.(a) of this appendix and must be available using a diagnostic tool meeting the requirements of the standard listed in paragraph 6.5.3.2.(b) of this appendix.

The vehicle manufacturer shall provide to a national standardisation body the details of any emission-related diagnostic data, e.g. PID's, OBD monitor Id's, Test ID's not specified in the standard listed in paragraph 6.5.3.2.(a) of this ~~Regulation~~ **appendix** but related to this Regulation."

Justification: Corrects a cross-referencing error.

Annex 11 Appendix 1, Paragraph 6.5.3.6., amend to read:

"6.5.3.6. The connection interface between the vehicle and the diagnostic tester shall be standardised and shall meet all the requirements of the standard listed in paragraph 6.5.3.2.(c) of this appendix. The installation position shall be subject to agreement of the ~~administrative department~~ **Type Approval Authority** such that it is readily accessible by service personnel but protected from tampering by non-qualified personnel.

Justification: aligns terminology with that used in the rest of the UNR.

06 and 07 series of amendments

Appendix 5 Paragraph 2., amend to read:

"2. The manufacturer shall compile all the information needed to comply with the requirements of ~~this annex~~ **Paragraph 9 and Appendices 3, 4 and 5 of this Regulation**. The Type Approval Authority may also take information from surveillance programmes into consideration."

Justification: the word 'annex' was applicable for the EU regulation text from which Appendix 5 was developed for the 06 series of UNR 83. However it is not correct for UNR 83, as the contents of Annex II of EU 692/2008 are included in more than one section of the UNR (Section 9 and Appendices 3, 4 and 5). These sections of UNR83 should therefore be referred to in Paragraph 2 of Appendix 5, in place of 'this annex'.

Appendix 6 Paragraph 9.4., amend to read:

"9.4. The instructions shall specify that use of, and refilling of, a required reagent of the correct specifications is mandatory for the vehicle to comply with the certificate of conformity issued for that **type of vehicle type**."

Justification: corrects a potential misunderstanding. A 'vehicle type' does not have a certificate of conformity.

Annex 1 Paragraph 3.2.12.2.6.2., amend to read:

"3.2.12.2.6.2. Type and design of particulate trap ~~and design~~:"

Justification: Removes repeated text.

Annex 5, Paragraph 3.1., amend to read:

"3.1. The sampling probe shall be inserted ~~into the exhaust pipe~~ to a depth of at least 300 mm into the pipe connecting the exhaust with the sampling bag and as close as possible to the exhaust."

Justification: Removes unnecessary and potentially confusing text.

Annex 7, Paragraph 5.1.3.3., amend to read:

"5.1.3.3. The canister is connected to a fuel tank, possibly an external one, filled with reference fuel, to 40 per cent ~~volume~~ **capacity** of the fuel tank(s)."

Justification: Provides a more correct terminology.

Annex 11, Paragraph 2.2., amend to read:

"2.2. "Vehicle type" means a category of power-driven vehicles which do not differ in ~~such~~ essential engine and OBD system characteristics."

Justification: Removes superfluous and potentially confusing text.

II. Justification

See justification for each individual proposed amendment.
