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Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations**Working Party on Pollution and Energy****Eighty-second session**

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Item 3(a) of the provisional agenda

Light vehicles: UN Regulations Nos. 68 (Measurement of the maximum speed, including electric vehicles), 83 (Emissions of M₁ and N₁ vehicles), 101 (CO₂ emissions/fuel consumption) 103 (Replacement pollution control devices) and [154] (Worldwide harmonized Light vehicles Test Procedures (WLTP))**Proposal for a new Supplement to the 07 series of amendments to Regulation No. 83 (Emissions of M₁ and N₁ vehicles)****Submitted by the expert from the International Organization of Motor Vehicle Manufacturers***

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA). This document proposes to correct an editorial error of exhaust after-treatment system monitoring requirement. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2021 as outlined in proposed programme budget for 2021 (A/75/6 (Sect.20), para 20.51), 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.



I. Proposal

Appendix 6, paragraph 6.2., delete second subparagraph and amend to read:

“6.2. The manufacturer shall demonstrate that use of the sensors referred to in paragraph 6.1. above and any other sensors on the vehicle, results in the activation of the driver warning system as referred to in paragraph 3. above, the display of a message indicating an appropriate warning (e.g. "emissions too high - check urea", "emissions too high – check AdBlue", "emissions too high - check reagent"), and the activation of the driver inducement system as referred to in paragraph 8.3. below, when the situations referred to in paragraphs 4.2., 5.4. or 5.5. above occur.

~~For the purposes of this paragraph these situations are presumed to occur if the applicable NOx limit of the table set out in paragraph 5.3.1.4. of this Regulation multiplied by a factor of 1.5 is exceeded. The NOx emissions during the test to demonstrate compliance with these requirements shall be no more than 20 per cent higher than the above threshold.~~

For the purposes of this paragraph these situations are presumed to occur if the applicable NOx OBD threshold limit of the tables set out in paragraph 3.3.2. of Annex 11 to this Regulation is exceeded.

The NOx emissions during the test to demonstrate compliance with these requirements shall be no more than 20 per cent higher than the above threshold.”

II. Justification

1. This subparagraph was incorrectly inserted into the document of ECE/TRANS/WP.29/2018/148 and adopted at the 176th session of WP.29 contrary to the amendment of ECE/TRANS/WP.29/GRPE/2018/7 adopted at 76th GRPE.
2. The second part of the subparagraph is moved at the end of paragraph 6.2. of Appendix 6.
