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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****184th session**

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Item 4.7.5. of the provisional agenda

1958 Agreement:**Consideration of draft amendments to existing****UN Regulations submitted by GRPE****Proposal for Supplement 13 to the 07 series of amendments
to UN Regulation No. 83 (Emissions of M₁ and N₁ vehicles)****Submitted by the Working Party on Working Party on Pollution and
Energy***

The text reproduced below was adopted by the Working Party on Pollution and Energy (GRPE) at its eighty-second session (ECE/TRANS/WP.29/GRPE/82) and is based on ECE/TRANS/WP.29/GRPE/2021/3 and ECE/TRANS/WP.29/GRPE/2021/5. It is a proposal for Supplement 13 to the 07 series of amendments to UN Regulation No. 83 (Emissions of M₁ and N₁ vehicles). It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and Administrative Committee 1 (A.C.1) for consideration at its June 2021 sessions.

* 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 (part V 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.



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 NO_x OBD threshold limit of the tables set out in paragraph 3.3.2. of Annex 11 to this Regulation is exceeded.

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

Annex 4a - Appendix 7b

Paragraph 2.1., amend to read:

"2.1. WLTP Road Load calculation of the vehicle

The WLTP Road Load of the vehicle shall be determined according to UN GTR No. 15 Annex 4 or in case the vehicle is part of an interpolation family, according to Annex 7 point 3.2.3.2.2. "Road Load calculation for an individual vehicle" considering as input parameters of the individual vehicle:

- (a) The Test Mass of the vehicle,¹ fitted with its standard equipment;¹
- (b) The RRC value of the applicable tyre energy class according to Table A4/2 of UN GTR No. 15 Annex 4 or, if the tyres on the front and rear axles belong to different energy efficiency classes, the weighted mean using the equation in paragraph 3.2.3.2.2.3. of Annex 7 to UN GTR No. 15;
- (c) The aerodynamic drag of the vehicle fitted with its standard equipment.¹"

Paragraph 2.2.4. subparagraph (a) (iv), amend to read:

"(iv) Effect of different tyre tread depth:

$$F_{0n} = F_{0n}^3 - TTD$$

Where the factors *TTD* in the formula are as defined in point 2.2.2."

¹ As defined in UN GTR No.15