Proposal for a new Supplement to the 03 series of amendments to Regulation No. 24 (Visible pollutants, measurement of power of C.I. engines (Diesel smoke))

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 align the UN Regulation No. 24 with UN Regulation No. 85 and ISO 1585:2020. The modifications of 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 2022 as outlined in proposed programme budget for 2022 (A/76/6 (Sect.20), para 20.76), 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

Annex 4, Paragraph 3.1.5., amend to read:

"3.1.5. The power of the engine measured at the test bench during the test at steady speeds of the full load curve may differ from the power specified by the manufacturer as follows:

Maximum Power \( \pm 2 \) per cent
at the other measurement points \( \pm 6 \) per cent, \( -2 \pm 4 \) per cent."

Annex 10, Paragraph 4.7., amend to read:

"4.7. Pressure Depression in intake duct (see note 1a to table 1)
\( \pm 50 \) Pa"

II. Justification

1. Alignment with UN Regulation No. 85, i.e. \( \pm 2 \) per cent at maximum power and \( \pm 4 \) per cent at other measuring points

2. "Alignment" with ISO 1585:2020, i.e. through usage of the word "depression" to clarify that the measurement point is different between naturally aspirated and pressure charged engines.