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UN Regulations Nos. 24 (Visible pollutants, measurement of power of C.I. engines (Diesel smoke)), 85 (Measurement of the net power), 115 (LPG and CNG retrofit systems), 133 (Recyclability of motor vehicles) and 143 (Heavy Duty Dual-Fuel Engine Retrofit Systems (HDDF-ERS))

Proposal for a new Supplement to UN Regulation No. 85 (Measurement of the net power)

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 is aimed to explicitly permit the usage of the reference fuel required for emission testing when the manufacturer applies for UN Regulations Nos. 24 and / or 49 type approval at same time. The modifications to the current text of the Regulation are marked in bold.

* 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

Paragraph 5.2.3.4., amend to read:

"5.2.3.4. For compression ignition engines and dual-fuel engines:

The fuel used shall be the one available on the market. In any case of dispute, the fuel shall be the reference fuel defined by CEC for compression ignition engines, in CEC document RF-03-A-84.

In the case that testing for emission of gaseous and particulate pollutants [according to UN Regulations Nos. 49 and/or 24] is conducted at the same time as testing to this Regulation, at the request of the manufacturer the fuel for testing emission of gaseous and particulate pollutants may be used for testing to this Regulation."

II. Justification

1. The use of test fuels is permitted for certification testing of gaseous and particulate pollutants and power/smoke testing in Europe. However, other countries that have adopted and referenced UN Regulation No. 85 may not allow this. In this case, manufacturers have to prepare fuels with different characteristics, which is costly and requires a long time due to the current inconsistent situation.

2. We believe that the use of test fuels for gaseous and particulate pollutant measurement tests should be a priority as a precondition for the introduction of more stringent emission levels.
