

## Proposal to amend the 06 and 07 series of amendments to UN Regulation No. 83 (Emissions of M<sub>1</sub> and N<sub>1</sub> vehicles)

This document aims at clarifying the requirements for sampling of vehicles for In-Service Conformity testing.

The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

### I. Proposal

*In the 06 series of amendments*

Paragraph 9.3.5.1., amend to read:

"9.3.5.1. When applying the statistical procedure defined in Appendix 4 (i.e. for tailpipe emissions), the number of sample lots shall depend on the annual ~~sales~~ **production** volume of an in-service family **intended for sales in the contracting parties that apply this regulation** ~~territories of a regional organization (e.g. European Union)~~, as defined in the following table.

<i>Production Volume</i> <del>Registrations</del> - per calendar year (for tailpipe emission tests), - of vehicles of an OBD family with IUPR in the sampling period	<i>Number of sample lots</i>
Up to 100,000	1
100,001 to 200,000	2
Above 200,000	3

"

*In the 07 series of amendments*

Paragraph 9.3.5.1., amend to read:

"9.3.5.1. When applying the statistical procedure defined in Appendix 4 to this Regulation (i.e. for tailpipe emissions), the number of sample lots shall depend on the annual ~~sales~~ **production** volume of an in-service family **intended for sales in the contracting parties that apply this regulation** ~~territories of a regional organization (e.g. European Union)~~, as defined in Table 4.

Table 4  
Sample size

<i>Production Volume Registrations</i> <i>- per calendar year (for tailpipe emission tests),</i> <i>- of vehicles of an OBD family with IUPR in the</i> <i>sampling period</i>	<i>Number of sample lots</i>
Up to 100,000	1
100,001 to 200,000	2
Above 200,000	3

"

*In the 06 and 07 series of amendments*

*Add new paragraph 9.3.5.3., to read:*

**"9.3.5.3. In-service conformity checks for the Type I test (i.e. for tailpipe emissions) shall not be mandatory if the annual production volume of an in-service family intended for sales in the contracting parties that apply this regulation was less than 5 000 vehicles for the previous year."**

## II. Justification

1. As many Contracting Parties do not have monitoring of vehicle registrations, and manufacturers have difficulties obtaining accurate information from importers and sales companies, it would be helpful to clarify that testing could be based on production volumes.

2. The 05 series of amendments contained a threshold of vehicle sales below which no ISC testing was necessary. Although this threshold was retained in EU legislation it does not appear for Type 1 testing in the 06 or 07 series of amendments. Similar text appears in paragraph 9.3.5.2. in the context of IUPR and this may be the cause for an unintentional removal. As it is very difficult to source vehicles from vehicles with low sales, this threshold should be re-introduced.

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