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World Forum for Harmonization of Vehicle Regulations

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Item 4.7.7. of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRPE

Proposal for Supplement 16 to the 07 series of amendments to UN Regulation No. 83 (Emissions of M1 and N1 vehicles)

Submitted by the Working Party on Pollution and Energy *

The text reproduced below was adopted by the Working Party on Pollution and Energy (GRPE) at its eighty-seventh session (ECE/TRANS/WP.29/GRPE/87, para. 16). It is based on ECE/TRANS/WP.29/GRPE/2023/10 and GRPE-87-13-Rev.2 as amended by Annex VI of the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their June 2023 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2023 as outlined in proposed programme budget for 2023 (A/77/6 (Sect.20), para 20.6), 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.



Annex 4A

paragraph 3.2.7., amend to read:

"3.2.7. The vehicle to be tested shall be equipped with the daytime running lamp system that has the highest electrical energy consumption of the daytime running lamp systems, which are fitted by the manufacturer to vehicles in the group represented by the type-approved vehicle. The manufacturer shall supply appropriate technical documentation to the type-approval authorities in this respect.

The daytime running lamps as defined in paragraph 2. of Regulation No. 48 shall be switched ON during the test cycle."

insert a new paragraph 3.2.8. to read:

"3.2.8. For tests according to this Regulation performed after [xx-xx-20xx¹], the rear position lamps shall be set to the operating condition which is applied at ambient lighting conditions exceeding 7,000 lux (e.g. by the vehicle's dynamometer operation mode)."

Annex 11, paragraph 3.2.1.2., amend to read:

"3.2.1.2. A manufacturer may disable any specific OBD monitor for a given driving cycle for ambient or engine coolant temperatures below 266 K (-7° C) or at elevations over 2,500 metres above sea level provided the manufacturer submits data and/or an engineering evaluation which adequately demonstrate that monitoring would be unreliable when such conditions exist. A manufacturer may also request disablement of any specific OBD monitor at other ambient or engine coolant temperatures or other elevations if they demonstrate to the authority with data and/or an engineering evaluation that misdiagnosis would occur under such conditions. It is not necessary to illuminate the Malfunction Indicator (MI) if OBD thresholds are exceeded during a regeneration provided no defect is present. Engine coolant temperature is only deemed subject to approval, if it is used as a substitute to ambient temperature."

Annex 11, Appendix 1

paragraph 6.5.1.3., amend to read:

"6.5.1.3. For all emission control systems for which specific on-board evaluation tests are conducted according to this annex (catalyst, oxygen sensor, etc.), except misfire detection, fuel system monitoring and comprehensive component monitoring, the results of the most recent test performed by the vehicle and the limits to which the system is compared shall be made available through the serial data port on the standardised data link connector according to the specifications given in paragraph 6.5.3. of this appendix. For the monitored components and systems excepted above, a pass/fail indication for the most recent test results shall be available through the data link connector.

All data required to be stored in relation to OBD in-use performance according to the provisions of paragraph 7.6. of this appendix shall be available through the serial data port on the standardized data link connector according to the specifications given in paragraph 6.5.3. of this appendix."

paragraphs 6.5.3.4. and 6.5.3.5., amend to read:

"6.5.3.4. Basic diagnostic data, (as specified in paragraph 6.5.1.) and bi -directional control information shall be provided using the format and units described in the standard listed in paragraph 6.5.3.2.(a) of this appendix and must be available using a diagnostic tool meeting the requirements of the standard listed in paragraph 6.5.3.2.(b) of this appendix.

¹ Date to be replaced by the date of entry into force of this proposal when known

The vehicle manufacturer shall provide to the responsible standardisation body the details of any emission -related diagnostic data, e.g. PID's, OBD monitor Id's, Test ID's not specified in the standard listed in paragraph 6.5.3.2.(a) of this appendix but related to this Regulation.

- 6.5.3.5. When a fault is registered, the manufacturer shall identify the fault using an appropriate ISO/SAE controlled fault code specified in one of the standards listed in paragraph 6.5.3.2.(d) of this appendix relating to "emission related system diagnostic trouble codes". If such identification is not possible, the manufacturer may use manufacturer controlled diagnostic trouble codes according to the same standard. The fault codes shall be fully accessible by standardised diagnostic equipment complying with the provisions of paragraph 6.5.3.3. of this appendix.

The vehicle manufacturer shall provide to the responsible standardisation body the details of any emission -related diagnostic data, e.g. PID's, OBD monitor Id's, Test Id's not specified in the standard listed in paragraph 6.5.3.2.(a) of this appendix but related to this Regulation."
