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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### 193rd session

Geneva, 25–28 June 2024

Item 4.7.5. of the provisional agenda

#### 1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRPE

## **Proposal for Supplement 17 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 ninetieth session (ECE/TRANS/WP.29/GRPE/90, para. 15). It is based on GRPE-90-09-Rev.1 as amended by Annex VI of the session 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 2024 sessions.

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\* In accordance with the programme of work of the Inland Transport Committee for 2024 as outlined in proposed programme budget for 2024 (A/78/6 (Sect. 20), table 20.5), 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 7*

*Paragraph 7.1.* , amend to read:

"7.1. For routine end-of-production-line testing, as an alternative to conducting the Type 4 test as described in this Annex, the holder of the approval may demonstrate compliance by sampling vehicles which shall meet the following requirements."

*Add paragraphs 7.1.1. and 7.1.2.*, to read:

"7.1.1. In case of vehicles with a sealed fuel tank system, at the request of the manufacturer and in agreement with the responsible authority, alternative procedures to paragraphs 7.2. to 7.4. of this Annex can be applied.

7.1.2. When the manufacturer chooses to use any alternative procedure, all the details of the conformity test procedure shall be recorded in the type approval documentation."

*Paragraph 7.2.2.*, amend to read:

"7.2.2. A pressure of  $3.70 \text{ kPa} \pm 0.10 \text{ kPa}$  shall be applied to the fuel system. At the request of the manufacturer and with approval of the responsible authority, an alternative pressure can also be applied, taking into account the pressure range in use of the fuel system."

*Paragraph 7.2.4.*, amend to read:

"7.2.4. Following isolation of the fuel system, the pressure shall not drop by more than 0.50 kPa in five minutes."

*Add paragraph 7.2.5.*, to read:

"7.2.5. At the request of the manufacturer and in agreement with the responsible authority the function for leakage can be demonstrated by an equivalent alternative procedure."

*Paragraph 7.3.2.*, amend to read:

"7.3.2. A pressure of  $3.70 \text{ kPa} \pm 0.10 \text{ kPa}$  shall be applied to the fuel system. At the request of the manufacturer and with approval of the responsible authority, an alternative pressure can also be applied, taking into account the pressure range in use of the fuel system."

*Paragraph 7.3.5.*, amend to read:

"7.3.5. The pressure of the fuel system shall drop to a pressure less than 2.5 kPa above ambient pressure within one minute."

*Paragraph 7.3.6.*, amend to read:

"7.3.6. At the request of the manufacturer and in agreement with the responsible authority the functional capacity for venting can be demonstrated by equivalent alternative procedure."

*Paragraph 7.4.4.3.*, amend to read:

"7.4.4.3. At the request of the manufacturer and in agreement with the responsible authority, an alternative purge test procedure can be used."

*Delete paragraphs 7.5., 7.5.1., 7.5.2. and 7.6.*