

12 February 2024

---

## Agreement

### **Concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations\***

(Revision 3, including the amendments which entered into force on 14 September 2017)

---

#### **Addendum 82 – UN Regulation No. 83**

#### **Revision 3 – Amendment 12**

Supplement 17 to the 05 series of amendments – Date of entry into force: 5 January 2024

#### **Uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements**

This document is meant purely as documentation tool. The authentic and legal binding texts is: ECE/TRANS/WP.29/2023/61.



**UNITED NATIONS**

---

\* Former titles of the Agreement:

Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version); Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 5 October 1995 (Revision 2).



*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*

*paragraphs 6.5.3.3.*, amend to read:

"6.5.3.3. Basic diagnostic data, (as specified in paragraph 6.5.1.) and bi -directional control information must be provided using the format and units described in ISO DIS 15031 -5 "Road vehicles – Communication between vehicle and external test equipment for emissions -related diagnostics – Part 5: Emissions - related diagnostic services", dated 1 November 2001, and must be available using a diagnostic tool meeting the requirements of ISO DIS 15031 -4. 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 ISO DIS 15031 -5 but related to this Regulation."

add a new paragraph 6.5.3.3.1., to read:

"6.5.3.3.1. The standards ISO 27145 "Road vehicles – Implementation of World-Wide Harmonized On-Board Diagnostics (WWH-OBD)" dated 2012-08-15; or SAE J 1979-2 "E/E Diagnostic Test Modes: OBDonUDS", dated April 2021, may be used as an option instead of ISO 15031-5 "Road vehicles - communication between vehicles and external test equipment for emissions-related diagnostics – Part 5: Emissions-related diagnostic services" for the transmission of OBD relevant information."

*paragraphs 6.5.3.4.*, amend to read:

6.5.3.4. When a fault is registered, the manufacturer must identify the fault using an appropriate fault code consistent with those given in Section 6.3. of ISO DIS 15031 -6 "Road vehicles – Communication between vehicle and external test equipment for emissions -related diagnostics – Part 6: Diagnostic trouble code definitions", relating to "emission related system diagnostic trouble codes". If such identification is not possible, the manufacturer may use diagnostic trouble codes according to Sections 5.3. and 5.6. of ISO DIS 15031 -6. The fault codes must be fully accessible by standardised diagnostic equipment complying with the provisions of paragraph 6.5.3.2. of this annex. 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 ISO DIS 15031 -5 but related to this Regulation."