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Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations**Working Party on Pollution and Energy****Ninety-first session**

Geneva, 14–16 October 2024

Item 3 (a) of the provisional agenda

Light vehicles:**UN Regulations Nos. 68 (Measurement of the maximum speed, including electric vehicles), 83 (Emissions of M₁ and N₁ vehicles), 101 (CO₂ emissions/fuel consumption), 103 (Replacement pollution control devices) and 154 (Worldwide harmonized Light vehicles Test Procedures (WLTP))****Proposal for a new Supplement to the 08 series of amendments to UN Regulation No. 83 (Emissions of M₁, M₂, N₁ and N₂ vehicles)****Submitted by the experts from France***

The text reproduced below was prepared by the experts from France and proposes to correct editorial errors to the text of Supplement 1 to the 08 series of amendments to UN Regulation No. 83. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

* 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.

I. Proposal

Annex 4 Appendix 5 Table 1 row 18, amend to read:

18	Driver selectable mode(s) used during the TA tests (pure ICE) or for charge sustaining test (NOVC-HEV, OVC-HEV, NOVC-FCHV)	Possible formats: pdf, jpg. ¹³¹ The name of the file shall be a UUID ¹⁴¹ , unique inside the package.	--	State and describe mode(s) used in type approval. In cases of predominant mode this will be only one entry. Alternatively, the best and worst case modes need to be described. Description of modes that need to be used for TA tests as in paragraph 2.6.6. of Annex B6 to UN Regulation No. 154
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Annex 4 Appendix 5 Table 1 row 19, amend to read:

19	Driver selectable mode(s) used during the TA tests for charge depleting test (OVC-HEV)	Possible formats: pdf, jpg. ¹³³ The name of the file shall be a UUID ¹⁴⁴ , unique inside the package.	--	State and describe mode(s) used in type approval. In cases of predominant mode this will be only one entry. Alternatively, the best and worst case modes need to be described. Description of modes that need to be used for TA tests as in paragraph 3.2.3. of Annex B8 to UN Regulation No. 154
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Annex 4 Appendix 5 Table 1 row 42, amend to read:

42	Regeneration recognition	Document pdf or jpg ¹³³ The name of the file shall be a UUID ¹⁴⁴ , unique inside the package.		Description by vehicle manufacturer on how to recognize that a regeneration occurred during a test
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Annex 4 Appendix 5 Table 1 row 43, amend to read:

43	Regeneration completion	Document pdf or jpg ¹³³ The name of the file shall be a UUID ¹⁴⁴ , unique inside the package.	-	Description of the procedure to complete the regeneration
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II. Justification

1. Remove references to footnotes that are non-existent.