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1958 Agreement:

Consideration of draft corrigenda to existing

UN Regulations submitted by GRs if any

Proposal for Corrigendum 1 to Supplement 8 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 endorsed by the Working Party on Pollution and Energy (GRPE) at its seventy-eight session (ECE/TRANS/WP.29/GRPE/78, para. 8). It is based on informal document GRPE-78-10, as reproduced in Annex V to 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 2019 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21, Cluster 3.1), 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.

Corrigendum 1 to Supplement 8 to the 07 series of amendments to UN Regulation No. 83 (Emissions of M₁ and N₁ vehicles)

Annex 7, paragraph 7.4.4.3., correct to read:

"7.4.4.3. At the request of the manufacturer an alternative purge test procedure can be used, if the procedure has been presented to and has been accepted by the Technical Service during the type approval procedure."

Annex 8, paragraph 3.2.1., correct to read:

"3.2.1. Start of engine, start of the sampling and the operation of the first cycle shall be in accordance with Table A4a/1 and Figure A4a/1 in Annex 4a to this Regulation."

Appendix 1 to Annex 11, paragraph 6.5.3.5, correct to read:

"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 a national 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."

Annex 14

Paragraph 3.1.1., correct to read:

"3.1.1. Two tests shall be performed under the following conditions:

Condition A: Test shall be started with a fully charged electrical energy/power storage device.

Condition B: Test shall be started with an electrical energy/power storage device in minimum state of charge (maximum discharge of capacity).

The profile of the State of Charge (SOC) of the electrical energy/power storage device during different stages of the Type I test is given in Appendix 1."

Paragraph 3.2.1., correct to read:

"3.2.1. Two tests shall be performed under the following conditions:

3.2.1.1. Condition A: Test shall be started with a fully charged electrical energy/power storage device.

3.2.1.2. Condition B: Test shall be started with an electrical energy/power storage device in minimum state of charge (maximum discharge of capacity) and carried out with an operating mode keeping the vehicle in charge-sustaining operating condition, that being an operating condition in which the energy/power stored in the energy/power storage device may fluctuate but, on

average, is maintained at a neutral charging balance level while the vehicle is driven.

3.2.1.3. In agreement with the type approval authority and justified by the manufacturer, the following operation modes shall not be considered for the purpose of testing:

- Operating modes, such as ‘charge mode’, which are not limited to vehicle propulsion but which, in addition to vehicle propulsion, are charging the energy power/storage device in order to facilitate locally emission-free driving (e.g. under urban conditions);
- Operating modes for vehicle maintenance, such as ‘maintenance mode’;
- Operating modes for special limited purposes and not intended for daily operation, such as ‘mountain mode’.

On the basis of information provided by the manufacturer, the Technical Service shall make sure that the emission limits specified in Table 1 in paragraph 5.3.1.4. of this Regulation are not exceeded in all hybrid modes, with the exception of the ‘maintenance mode’.

3.2.1.4. The operating mode shall be selected as described in paragraphs 3.2.1.4.1. to 3.2.1.4.2.2. inclusive.

3.2.1.4.1. Operating mode selection for Condition A

3.2.1.4.1.1. If there is a single operating mode under condition A that is always selected when the vehicle is switched on regardless of the operating mode selected when the vehicle was previously shut down, and which cannot be switched to another mode without an intentional action of the driver or be redefined, this single operating mode shall be selected.

3.2.1.4.1.2. If there is no single operating mode under condition A that is always selected when the vehicle is switched on, the most electric energy consuming mode shall be selected.

3.2.1.4.2. Operating mode selection for Condition B

3.2.1.4.2.1. If there is a single operating mode under condition B that is always selected when the vehicle is switched on regardless of the operating mode selected when the vehicle was previously shut down, and which cannot be switched to another mode without an intentional action of the driver or be redefined, this single operating mode shall be selected.

3.2.1.4.2.2. If there is no single operating mode under condition B that is always selected when the vehicle is switched on, the most fuel consuming mode shall be selected."