

OICA COMMENT ON DRAFT AMENDMENTS TO REGULATION No. 83

A. PROPOSAL

Annex 4, Appendix 1, Table 1.2

In operation No. 23, correct the speed (km/h) "32-10" to read "**35-10**".

B. JUSTIFICATION

Harmonization with EU Directive 70/220/EEC as amended by 98/69/EC.

Annex 4 Appendix 1

BREAKDOWN OF THE OPERATING CYCLE USED FOR THE TYPE 1 TEST

1. OPERATING CYCLE

The operating cycle, made up of a part one (urban cycle) and part two (extra-urban cycle), is illustrated in figure 1/1.

2. ELEMENTARY URBAN CYCLE (PART TWO)

See figure 1/2 and table 1.2.

2.1. Breakdown by phases

	Time	%	
Idling	60s	30.8	35.4
Idling, vehicle moving, clutch engaged on one combination	9s	4.6	
Gear-shift	9s	4.1	
Accelerations	36s	18.5	
Steady-speed periods	57s	29.2	
Decelerations	25s	12.8	
	195s	100.0	

2.2. Breakdown by use of gears

	Time	%	
Idling	60s	30.8	35.4
Idling, vehicle moving, clutch engaged on one combination	9s	4.6	
Gear-shift	8s	4.1	
First gear	24s	12.3	
Second gear	53s	27.2	
Third gear	41s	21.0	
	195s	100.0	

2.3. General information

Average speed during test	19km/h
Effective running time	195s
Theoretical distance covered per cycle	1.013km
Equivalent distance for the four cycles	4.052km

Figure 1/1
Operating cycle for the type I test

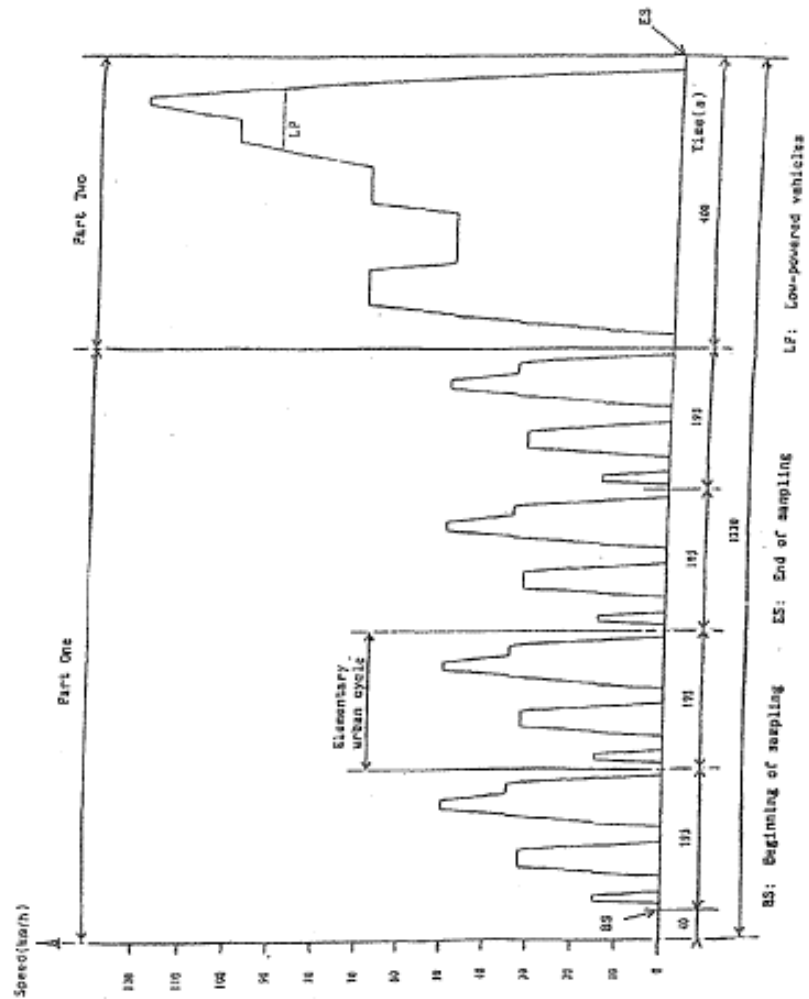


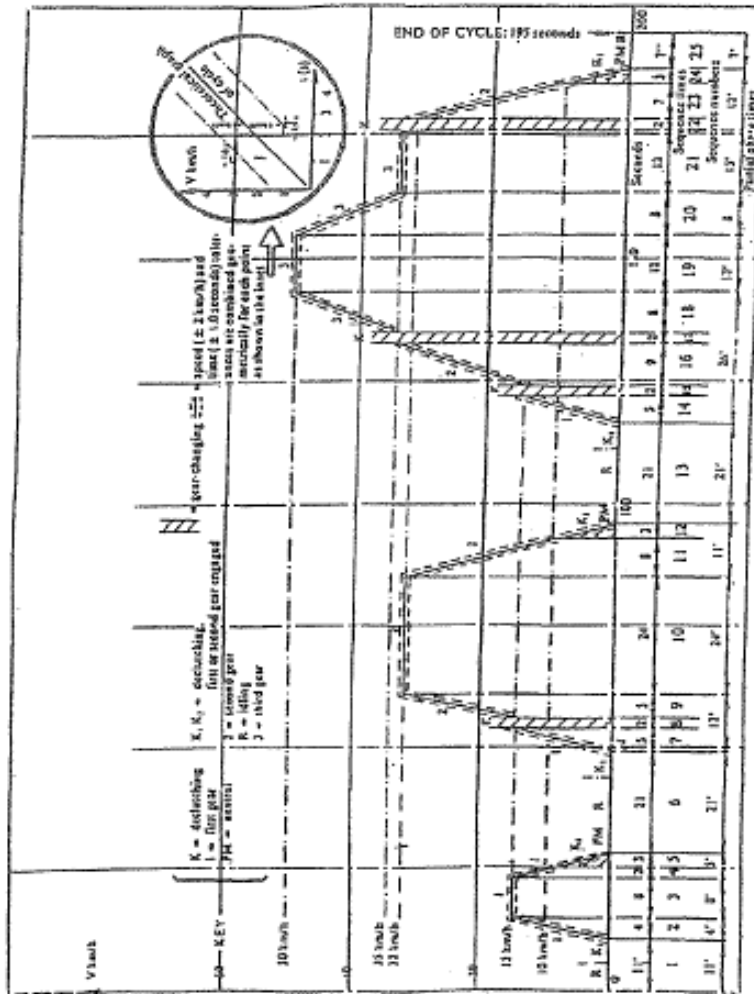
Table 1.2
Elementary urban operating cycle on the chassis dynamometer (part one)

No. of operation	Operation	Phase	Acceler- ation (m/s ²)	Speed (km/h)	Duration of each		Cumulative time (s)	Gear to be used in the case of a manual gear-box
					Operation (s)	Phase (s)		
1	Idling	1			11	11	11	6sPM + 5sK ₁ (*)
2	Acceleration	2	1.04	0-15	4	4	15	1
3	Steady speed	3		15	9	8	23	1

No. of operation	Operation	Phase	Acceleration (m/s ²)	Speed (km/h)	Duration of each		Cumulative time (s)	Gear to be used in the case of a manual gear-box
					Operation (s)	Phase (s)		
4	Deceleration	4	-0.69	15-10	2		25	1
5	Deceleration, clutch disengaged		-0.92	10-0	3	5	28	K ₁ (*)
6	Idling	5			21	21	49	16sPM + 5sK ₁ (*)
7	Acceleration	6	0.83	0-15	5		54	1
8	Gear change				2	12	56	
9	Acceleration		0.94	15-32	5		61	2
10	Steady speed	7		32	24	24	85	2
11	Deceleration	8	-0.75	32-10	8		93	2
12	Deceleration, clutch disengaged		-0.92	10-0	3	11	96	K ₂ (*)
13	Idling	9	0-15	0-15	21		117	16sPM + 5sK ₁ (*)
14	Acceleration	10			5		122	1
15	Gear change				2		124	
16	Acceleration		0.62	15-35	9	26	133	2
17	Gear change				2		135	
18	Acceleration		0.52	35-50	8		143	3
19	Steady speed	11		50	12	12	155	3
20	Deceleration	12	-0.52	50-35	8	8	163	3
21	Steady speed	13		35	13	13	176	3
22	Gear change				2		178	
23	Deceleration	14	-0.86	32-10	7		185	2
24	Deceleration, clutch disengaged		-0.92	10-0	3	12	188	K ₂ (*)
25	Idling	15			7	7	195	7sPM (*)

(*) PM = gear-box in neutral, clutch engaged.
K₁, K₂ = first or second gear engaged, clutch disengaged.

Figure 1/2
Elementary urban cycle for the type 1 test



3. EXTRA-URBAN CYCLE (PART TWO)

See Figure 1/3 and Table 1.3.

3.1. Breakdown by phases

	Time	%
Idling	20s	5.0
Idling, vehicle moving, clutch engaged on one combination	20s	5.0

I

(Acts whose publication is obligatory)

DIRECTIVE 98/69/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 13 October 1998

relating to measures to be taken against air pollution by emissions from motor vehicles and
amending Council Directive 70/220/EEC

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF
THE EUROPEAN UNION,

Having regard to the Treaty establishing the European
Community, and in particular Article 100a thereof,

Having regard to the proposals from the
Commission ⁽¹⁾,

Having regard to the Opinion of the Economic and Social
Committee ⁽²⁾,

Acting in accordance with the procedure laid down in
Article 189 b of the Treaty ⁽³⁾, in the light of the joint
text approved on 29 June 1998 by the Conciliation
Committee,

- (1) Whereas measures should be adopted within the
framework of the internal market;
- (2) Whereas the first programme of action of the
European Community on protection of the
environment ⁽⁴⁾, approved by the Council on 22
November 1973, called for account to be taken of
the latest scientific advances in combating

atmospheric pollution caused by gases emitted
from motor vehicles and for Directives adopted
previously to be amended accordingly; whereas the
fifth programme of action, which in its general
approach was approved by the Council in its
Resolution of 1 February 1993 ⁽⁵⁾, provided for
additional efforts to be made for a considerable
reduction in the present level of emissions of
pollutants from motor vehicles; whereas this fifth
programme also set targets in terms of emission
reductions for various pollutants on the
understanding that emissions from both mobile
and stationary sources would have to be reduced;

- (3) Whereas Council Directive 70/220/EEC ⁽⁶⁾ lays
down the limit values for carbon monoxide and
unburnt hydrocarbon emissions from the engines
of such vehicles; whereas these limit values were
first reduced by Council Directive 74/290/EEC ⁽⁷⁾
and supplemented, in accordance with Commission
Directive 77/102/EEC ⁽⁸⁾, by limit values for
permissible emissions of nitrogen oxides; whereas
the limit values for these three types of pollution
were successively reduced by Commission Directive
78/665/EEC ⁽⁹⁾ and Council Directives
83/351/EEC ⁽¹⁰⁾ and 88/76/EEC ⁽¹¹⁾; whereas limit
values for particulate pollutant emissions from
diesel engines were introduced by Council
Directive 88/436/EEC ⁽¹²⁾; whereas more stringent

⁽¹⁾ OJ C 77, 11.3.1997, p. 8 and
OJ C 106, 4.4.1997, p. 6.

⁽²⁾ OJ C 206, 7.7.1997, p. 113.

⁽³⁾ Opinions of the European Parliament of 10 April 1997 and
of 18 February 1998, [OJ C 132, 28.4.1997, p. 170 and OJ
C 80, 16.3.1998, p. 128], Common Positions of the Council
of 7 October 1997 and of 23 March 1998 (OJ C 351,
19.11.1997, p. 13 and OJ C 161, 27.5.1998, p. 45), and
Decisions of the European Parliament, second reading, of 30
April 1998 (OJ C 152, 18.5.1998, p. 41) and, third reading
of 15 September 1998 (not yet published in the Official
Journal), Decision of the Council of 17 September 1998.

⁽⁴⁾ OJ C 112, 20.12.1973, p. 1.

⁽⁵⁾ OJ C 138, 17.5.1993, p. 1.

⁽⁶⁾ OJ L 76, 6.4.1970, p. 1. Directive as last amended by
Directive 96/69 of the European Parliament and of the
Council (OJ L 282, 1.11.1996, p. 64).

⁽⁷⁾ OJ L 159, 15.6.1974, p. 61.

⁽⁸⁾ OJ L 32, 3.2.1977, p. 32.

⁽⁹⁾ OJ L 223, 14.8.1978, p. 48.

⁽¹⁰⁾ OJ L 197, 20.7.1983, p. 1.

⁽¹¹⁾ OJ L 36, 9.2.1988, p. 1.

⁽¹²⁾ OJ L 214, 6.8.1988, p. 1.

ANNEX III

28. Section 2.3.1:

- Paragraphs 2 and 3 are deleted.
- Paragraph 2 (former paragraph 4) reads as follows:
'Vehicles which do not attain the acceleration ...' (rest unchanged).

29. Section 6.1.3:

The first sentence reads as follows:
'A current of air of variable speed is blown over the vehicle.'

30. Section 6.2.2:

'The first cycle starts on the initiation of the engine start-up procedure.'

Section 7.1:

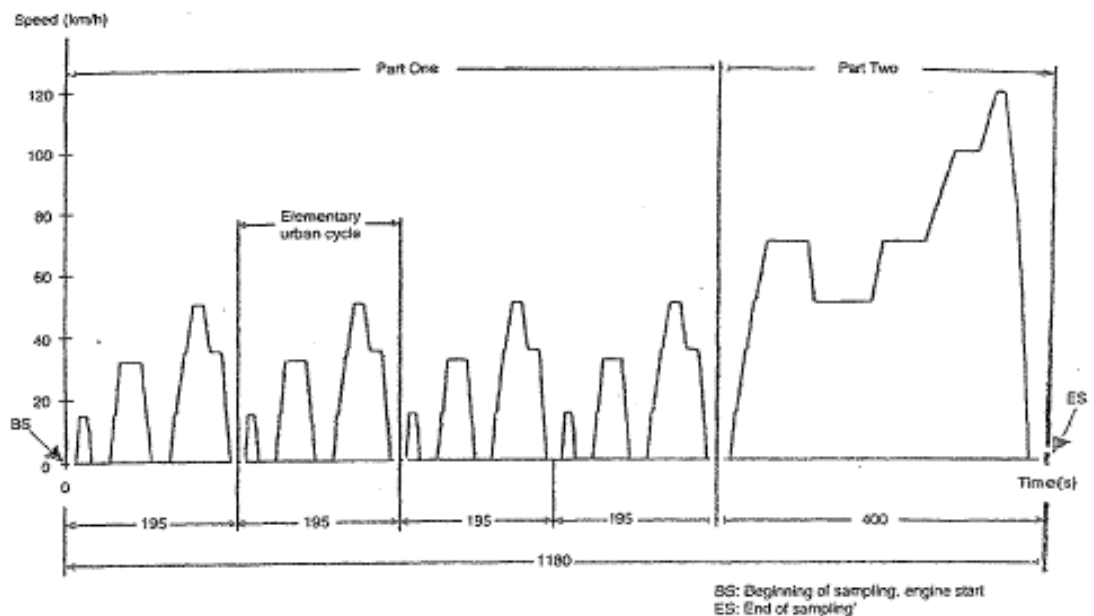
'Sampling begins (BS) before or at the initiation of the engine start-up procedure and ends on conclusion of the final idling period in the extra-urban cycle (part two, end of sampling (ES)) or, in the case of test type VI of the final idling period of the last elementary cycle (part one).'

Appendix 1

31. Section 1.1:

- Figure III.1.1 is replaced by the following new figure:

Figure III.1.1
Operating cycle for the Type I test



- In the English version in column 5 of Table III.1.2 (entitled: 'Speed (km/h)'); operation 23 reads as follows:
'35-10'

Table III.1.2
Operating cycle on the chassis dynamometer (Part One)

No of operation	Operation	Phase	Acceleration (m/s ²)	Speed (km/h)
1	Idling	1		
2	Acceleration	2	- 1.04	0 - 15
3	Steady speed	3		15
4	Deceleration	4	- 0.69	15 - 10
5	Deceleration, clutch disengaged	4	- 0.92	10 - 0
6	Idling	5		
7	Acceleration	6	- 0.83	0 - 15
8	Gear change	6		
9	Acceleration	6	- 0.94	15 - 32
10	Steady speed	7		32
11	Deceleration	8	- 0.75	32 - 10
12	Deceleration, clutch disengaged	8	- 0.92	10 - 0
13	Idling	9		
14	Acceleration	10	0 - 15	0 - 15
15	Gear change	10		
16	Acceleration	10	- 0.62	15 - 35
17	Gear change	10		
18	Acceleration	10	- 0.52	35 - 50
19	Steady speed	11		50
20	Deceleration	12	- 0.52	50 - 35
21	Steady speed	13		35
22	Gear change	14		
23	Deceleration	14	- 0.86	35 - 10
24	Deceleration, clutch disengaged	14	- 0.92	10 - 0
25	Idling	15		

