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## **Economic Commission for Europe**

### **Inland Transport Committee**

#### **World Forum for Harmonization of Vehicle Regulations**

##### **168<sup>th</sup> session**

Geneva, 8-11 March 2016

Item 4.15.2 of the provisional agenda

**Pending proposals for amendments to  
existing Regulations submitted by the  
Working Parties to the World Forum**

### **Proposal for Supplement 2 to the 07 series of amendments to Regulation No. 83 (Emissions of M<sub>1</sub> and N<sub>1</sub> vehicles)**

#### **Submitted by the Working Party on Pollution and Energy\***

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) to reintroduce a sentence that was inadvertently deleted out in ECE/TRANS/WP.29/2015/57 adopted at the 166<sup>th</sup> session of the World Forum for Harmonization of Vehicle Regulations (WP.29). It is submitted to WP.29 and to the Administrative Committee AC.1 for consideration at their March 2016 sessions, subject to the endorsement of the Working Party on Pollution and Energy (GRPE) at its January 2016 session.

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\* In accordance with the programme of work of the Inland Transport Committee for 2014–2018 (ECE/TRANS/240, para. 105 and ECE/TRANS/2014/26, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

*Annex 11,*

*Appendix 1, paragraph 6.4.1.1., amend to read:*

"6.4.1.1. After vehicle preconditioning according to paragraph 6.2. of this appendix, the test vehicle is driven over a Type I test (Parts One and Two).

The MI shall be activated at the latest before the end of this test under any of the conditions given in paragraphs 6.4.1.2. to 6.4.1.5. of this appendix. The MI may also be activated during preconditioning. The Technical Service may substitute those conditions with others in accordance with paragraph 6.4.1.6. of this appendix. **However, the total number of failures simulated shall not exceed four (4) for the purpose of type approval.**

In the case of testing a bi-fuel gas vehicle, both fuel types shall be used within the maximum of four (4) simulated failures at the discretion of the Type Approval Authority."

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