

## **Proposal for amendments to the 06 and 07 series of amendments to Regulation No. 83 (Emissions of M<sub>1</sub> and N<sub>1</sub> vehicles)**

The text reproduced below was prepared by the expert from the European Commission to correct and update both the 06 and 07 series of amendments to Regulation No. 83.

### **I. Proposal**

#### *06 and 07 series of amendments*

*Paragraphs 2.23.and 2.23.1., amend to read:*

- "2.23. "Bi fuel vehicle" means a vehicle with two separate fuel storage systems that is designed to run on only one fuel at a time. The simultaneous use of both fuels is limited in amount and duration.
- 2.23.1. "Bi fuel gas vehicle" means a bi fuel vehicle that can run on petrol (petrol mode) and also on either LPG, NG/biomethane, or hydrogen (gas mode).
- 2.23. "Bi-fuel vehicle" means a vehicle with two separate fuel storage systems that is designed to run primarily on only one fuel at a time; however the simultaneous use of both fuels is permitted in limited amount and duration.
- 2.23.1. "Bi-fuel gas vehicle" means a bi-fuel vehicle where the two fuels are petrol (petrol mode) and either LPG, NG/biomethane, or hydrogen. "

*Paragraph 5.3.1.2.4., amend to read:*

- "5.3.1.2.4. During the test the exhaust gases are diluted and a proportional sample collected in one or more bags. The exhaust gases of the vehicle tested are diluted, sampled and analysed, following the procedure described below, and the total volume of the diluted exhaust is measured. Not only are the carbon monoxide, hydrocarbon and nitrogen oxide emissions recorded, but also the particulate pollutant emissions from vehicles equipped with compression-ignition engines **and direct injection petrol engines**. "

*Paragraph 7.4.4.3. of Annex 7, amend to read:*

- "7.4.4.3. At the request of the manufacturer an alternative purge ~~at~~ 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. "

*Paragraph 3.2.1. of Annex 8, amend 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 4 Table A4a/1** and Figure A4a/1 in Annex 4a to this Regulation."

*07 series of amendments only*

"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 6.5.3.2.~~ **paragraph 6.5.3.3.** of this ~~annex~~ **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."

## **II. Justification**

The amendments to the definitions for bi-fuel vehicles align with the new amendments to the definitions in UN GTR 15.

The amendment to paragraph 5.3.1.2.4. reflect the fact that particulate pollutant emissions are no longer just measured for compression ignition vehicles.

The amendment to paragraph 7.4.4.3. of Annex 7 corrects a typographical error.

The amendment to paragraph 3.2.1.of Annex 8 corrects an error that has been in UNR No 83 since Revision 3 in 2005.

The amendment to paragraph 6.5.3.5. corrects a cross-reference error introduced in Amendment 1. That amendment added a new paragraph before paragraph 6.5.3.2. which meant that the requirements in that paragraph became those in paragraph 6.5.3.3., however the reference in paragraph 6.5.3.5. was not updated to reflect this change. In addition Amendment 1 introduced a new error by referring to "this annex" instead of "this appendix".

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