

28 October 2016

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## **Agreement**

### **Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions\***

(Revision 2, including the amendments which entered into force on 16 October 1995)

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#### **Addendum 82 – Regulation No. 83**

#### **Revision 5 - Amendment 2**

Supplement 2 to the 07 series of amendments – Date of entry into force: 8 October 2016

#### **Uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements**

This document is meant purely as documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2016/28.



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\* Former title of the Agreement: Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

*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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