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)

Addendum 82 – Regulation No. 83

Revision 4 - Amendment 7

Supplement 7 to the 06 series of amendments – Date of entry into force: 9 February 2017

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.29/2016/42.

UNITED NATIONS

Annex 4a – Appendix 7,

Paragraphs 5.1.1.1. to 5.1.1.2.7., amend to read:

"5.1.1.1. Test equipment and error
Time shall be measured to an error lower than ±0.1 s.
Speed shall be measured to an error lower than ±2 per cent.
During the test, elapsed time and vehicle speed shall be measured and recorded at a minimum frequency of 1 Hz.

5.1.1.2. Test procedure
5.1.1.2.1. Accelerate the vehicle to a speed 10 km/h higher than the chosen test speed v.
5.1.1.2.2. Place the gearbox in "neutral" position.
5.1.1.2.3. For each reference speed point v\textsubscript{j}, measure the time taken (\Delta T\textsubscript{aj}) for the vehicle to decelerate from speed
\[ v_2 = v_j + \Delta v \text{ km/h} \text{ to } v_1 = v_j - \Delta v \text{ km/h} \]
where:
\[ \Delta v \text{ is equal to 5 km/h} \]
\[ v_j \text{ is each of the reference speed [km/h] points as indicated in the following table:} \]

| 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 |

5.1.1.2.4. Perform the same test in the opposite direction: \Delta T\textsubscript{bj}

5.1.1.2.5. These measurements shall be carried out in opposite directions until, for each reference speed v\textsubscript{j}, a minimum of three consecutive pairs of measurements have been obtained which satisfy the statistical accuracy \( p_j \), in per cent, as defined below.

\[ p_j = \frac{\frac{v_j}{\Delta T_j} \cdot 100}{\Delta T_j} \leq 3 \text{ per cent} \]
where:
\[ p_j \text{ is the statistical accuracy of the measurements performed at reference speed } v_j; \]
\[ n \text{ is the number of pairs of measurements;} \]
\[ \Delta T_j \text{ is the mean coast down time at reference speed } v_j \text{ in seconds, given by the equation:} \]
\[ \Delta T_j = \frac{1}{n} \sum_{i=1}^{n} \Delta T_{ji} \]
where \( \Delta T_{ji} \) is the harmonic mean coast down time of the \( i^{th} \) pair of measurements at velocity \( v_j \), seconds [s], given by the equation:
\[ \Delta T_{ji} = \frac{2}{\frac{1}{\Delta T_{aji}} + \frac{1}{\Delta T_{bji}}} \]
where \( \Delta T_{aji} \) and \( \Delta T_{bji} \) are the coast down times of the \( i^{th} \) measurement at reference speed \( v_j \), in seconds [s], in opposite directions a and b, respectively;"
s_j is the standard deviation, in seconds [s], defined by:

\[ s_j = \frac{1}{n-1} \sum_{i=1}^{n} (\Delta T_{ji} - \bar{\Delta T})^2 \]

t is a coefficient given in the following table:

<table>
<thead>
<tr>
<th>n</th>
<th>t</th>
<th>\sqrt[2]{n/n}</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4.3</td>
<td>2.48</td>
</tr>
<tr>
<td>4</td>
<td>3.2</td>
<td>1.60</td>
</tr>
<tr>
<td>5</td>
<td>2.8</td>
<td>1.25</td>
</tr>
<tr>
<td>6</td>
<td>2.6</td>
<td>1.06</td>
</tr>
<tr>
<td>7</td>
<td>2.5</td>
<td>0.94</td>
</tr>
<tr>
<td>8</td>
<td>2.4</td>
<td>0.85</td>
</tr>
<tr>
<td>9</td>
<td>2.3</td>
<td>0.77</td>
</tr>
</tbody>
</table>

5.1.1.2.6. If during a measurement in one direction any external factor or driver action occurs which influences the road load test, that measurement and the corresponding measurement in the opposite direction shall be rejected.

5.1.1.2.7. The total resistances, \( F_{aj} \) and \( F_{bj} \), at reference speed \( v_j \) in directions a and b, are determined by the equations:

\[
F_{aj} = \frac{1}{3.6} \cdot M \cdot \frac{2 \cdot \Delta v}{\Delta T_{aj}}
\]

and

\[
F_{bj} = \frac{1}{3.6} \cdot M \cdot \frac{2 \cdot \Delta v}{\Delta T_{bj}}
\]

where:

- \( F_{aj} \) is the total resistance at reference speed, \( j \), in direction a, [N];
- \( F_{bj} \) is the total resistance at reference speed, \( j \), in direction b, [N];
- \( M \) is the reference mass, [kg];
- \( \Delta v \) is the delta speed around \( v_j \), taken according to 5.1.1.2.3.

\( \Delta T_{aj} \) and \( \Delta T_{bj} \) are the mean coast down times in directions a and b, respectively, corresponding to reference speed \( v_j \), in seconds [s], given by the following equations:

\[
\Delta T_{aj} = \frac{1}{n} \sum_{i=1}^{n} \Delta T_{aji}
\]

and

\[
\Delta T_{bj} = \frac{1}{n} \sum_{i=1}^{n} \Delta T_{bji}
\]

5.1.1.2.8. The following equation shall be used to compute the average total resistance:

\[
F_j = \frac{(F_{aj} + F_{bj})}{2}
\]

5.1.1.2.9. For each reference speed \( v_j \) calculate the power \((P_j)\), [kW], by the formula:

\[
P_j = (F_j \cdot v_j)/1,000
\]
where:
\( F_j \) is the average resistance at reference speed, \( j \), [N];
\( v_j \) is the reference speed, \( j \), [m/s], defined in 5.1.1.2.3.

5.1.1.2.10. The complete power curve (\( P \)), [kW], as a function of speed, [km/h], shall be calculated with a least squares regression analysis."

Paragraph 5.1.1.2.8. (former), renumber as paragraph 5.1.1.2.11.

Paragraphs 5.1.2.2.5. to 5.1.2.2.7., amend to read:

"5.1.2.2.5. Carry out the operations specified in paragraph 5.1.1.2. of this appendix (with the exception of paragraph 5.1.1.2.4. of this appendix), replacing \( M \) by \( I \) in the formula set out in paragraph 5.1.1.2.7. of this appendix.

5.1.2.2.6. Adjust the brake to reproduce the corrected power (paragraph 5.1.1.2.11. of this appendix) and to take into account the difference between the vehicle mass (\( M \)) on the track and the equivalent inertia test mass (\( I \)) to be used. This may be done by calculating the mean corrected road coast down time from \( V_2 \) to \( V_1 \) and reproducing the same time on the dynamometer by the following relationship:

\[
T_{\text{corrected}} = T_{\text{measured}} \cdot \frac{I}{K} \cdot \frac{I}{M}
\]

\( K \) = value specified in paragraph 5.1.1.2.11. above.

5.1.2.2.7. The power \( P_a \) to be absorbed by the dynamometer shall be determined in order to enable the same power (paragraph 5.1.1.2.11. of this appendix) to be reproduced for the same vehicle on different days."

Paragraph 5.2.1.2.7., amend to read:

"5.2.1.2.7. The average torque \( C_T \) determined on the track shall be corrected to the reference ambient conditions as follows:

\[
C_{T\text{corrected}} = K \cdot C_{T\text{measured}}
\]

Where \( K \) has the value specified in paragraph 5.1.1.2.11. of this appendix."