



**Economic and Social
Council**

Distr.

GENERAL

TRANS/WP.29/652

16 February 1999

ENGLISH

Original: ENGLISH and FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Construction of Vehicles

CORRIGENDUM 2 TO SUPPLEMENT 1 TO THE 02 SERIES
OF AMENDMENTS TO REGULATION No. 49

(Emissions of C.I., N.G. and P.I. (LPG) engines)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its tenth session following the recommendation by the Working Party at its one-hundred-and-sixteenth session. It is based on document TRANS/WP.29/1998/29/Rev.1, as corrected by the Working Party (TRANS/WP.29/640, para. 144).

Annex 4, paragraph 2.2.2., amend to read:

"2.2.2. Spark ignition engines

$$F = \left(\frac{99}{pS} \right)^{1.2} \times \left(\frac{T}{298} \right)^{0.6} \quad "$$

Annex 4 - Appendix 1,

Paragraph 2.2., amend to read:

".... For determination of exhaust flow either of the following methods may be used. The volumetric flow rates V'_{EXH} and V''_{EXH} are defined at $T = 273 \text{ K}$ and $p = 101.315 \text{ kPa}$."

Annex 4 - Appendix 3,

Paragraph 1.1.2.1.2., amend to read:

"1.1.2.1.2. In the case of N.G. engine:

$$\text{ppm (wet basis)} = \text{ppm (dry basis)} \times (1 - 3.15 G_{\text{FUEL}}/G_{\text{AIR}})$$

where:

G_{FUEL} is the fuel flow (kg/s) (kg/h)

G_{AIR} is the air flow (kg/s) (kg/h)."

Paragraph 1.1.3.2., amend to read:

"1.1.3.2. N.G. and LPG engines NOx correction factor:

The values of the oxides of nitrogen shall be multiplied by the following humidity correction factor (KNOx):

$$\text{KNOx} = 0.6272 + 0.4403 H - 0.0008625 H^2$$

where:

H = humidity of the inlet air in g of H₂O per kg dry air
(see paragraph 1.1.3.1.)"
