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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on Pollution and Energy****Sixtieth session**

Geneva, 8–11 June 2010

Item 6.3 of the provisional agenda

**Regulation No. 83****(Emissions of M<sub>1</sub> and N<sub>1</sub> categories of vehicles)****Proposal for a draft Supplement to 05 series of amendments  
to Regulation No. 83****Submitted by the expert from the Russian Federation \***

The text reproduced below was prepared by the expert from the Russian Federation to bring in the line the requirements of Regulation No. 83 for type VI test with those of the European Union directive 2001/100/EC. This document is based on informal document No. GRPE-57-02 distributed at the fifty-seventh session of the Working Party on Pollution and Energy (GRPE) (see report ECE/TRANS/WP.29/GRPE/59, para. 31). Modifications to the current text of the Regulation are marked in bold characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2006–2010 (ECE/TRANS/166/Add.1, 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.

## I. Proposal

Paragraph 5.3.5.1., amend to read:

“5.3.5.1. This test shall be carried out on all vehicles of category M<sub>1</sub> and N<sub>1</sub> equipped with a positive-ignition engine except such vehicles that run only on a gaseous fuel (LPG or NG). Vehicles, that can be fuelled with both petrol and gaseous fuel but where the petrol system is fitted for emergency purposes or starting only and which petrol tank cannot contain more than 15 litre of petrol, will be regarded for Type VI test as vehicles that can only run on a gaseous fuel. Vehicles which can be fuelled with petrol and either LPG or NG shall be tested in test Type VI with petrol only.

**This paragraph is applicable to new types of vehicles of category N<sub>1</sub> and M<sub>1</sub> with a maximum mass not exceeding 3,500 kg.”**

Paragraph 5.3.5.2., the table, replace by:

“Test temperature 266 K (–7 °C)

Category	Class	Mass of carbon monoxide (CO)	Mass of hydrocarbons (HC)
		L <sub>1</sub> (g/km)	L <sub>2</sub> (g/km)
M <sub>1</sub> <sup>(1)</sup>	—	15	1.8
N <sub>1</sub>	I	15	1.8
N <sub>1</sub> <sup>(2)</sup>	II	24	2.7
	III	30	3.2

<sup>(1)</sup> Except for vehicles designed to carry more than six occupants and vehicles which maximum mass exceeds 2,500 kg.

<sup>(2)</sup> And category M<sub>1</sub> vehicles specified in note (1).”

## II. Justification

1. In accordance with paragraph 5.3.5.1. of the 05 series of amendments to the Regulation No. 83, type VI test shall be carried out on all M<sub>1</sub> and N<sub>1</sub> Class I vehicles equipped with a positive-ignition engine, except vehicles designed to carry more than six occupants and vehicles, which maximum mass exceeds 2,500 kg. In accordance with the table in paragraph 5.2.3., type VI test shall be carried out on all M<sub>1</sub> and N<sub>1</sub> vehicles, which maximum mass does not exceed 3,500 kg.

2. On the other hand, in accordance with European Union (EU) directive 2001/100/EC, type VI test is applicable to all vehicles of category N<sub>1</sub> and M<sub>1</sub> with a maximum mass not exceeding 3,500 kg with exception of vehicles running only on gaseous fuel (LPG or NG).

3. So, the requirements for type VI test of Regulation No. 83 are in contradiction with those of the EU directive. The above mentioned proposal aims at bringing in line the requirements of Regulation No. 83 for type VI test with those of the EU directive.