

**Economic and Social Council**Distr.: General
24 October 2013

Original: English

Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Pollution and Energy****Sixty-eighth session**

Geneva, 7-10 January 2014

Item 3(c) of the provisional agenda

UN Regulations Nos. 68 (measurement of the maximum speed, including electric vehicles), 83 (emissions of M₁ and N₁ vehicles), 101 (CO₂ emissions/fuel consumption) and 103 (replacement pollution control devices)**Proposal for Supplement 4 to the 06 series of amendments to UN Regulation No. 83 (emissions of M₁ and N₁ vehicles)****Submitted by the expert from OICA***

The text reproduced below was prepared by the expert from OICA in order to align the full requirements for "social needs" vehicles to the regulatory framework of the European Union.

The modifications to the original English text are marked using track changes. The same modifications in the French and Russian versions are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, 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 5.3.1.4., Table 1, add note 2 to read:

"5.3.1.4. Subject to the requirements of paragraph 5.3.1.5. the test shall be repeated three times. The results are multiplied by the appropriate deterioration factors obtained from paragraph 5.3.6. and, in the case of periodically regenerating systems as defined in paragraph 2.20., also must be multiplied by the factors K_i obtained from Annex 13. The resulting masses of gaseous emissions and, in the case of vehicles equipped with compression-ignition engines, the mass of particulates obtained in each test shall be less than the limits shown in the Table 1 below:

Table 1

Emissions limit

		Limit values															
Category	Class	Reference mass(RM) (kg)	Mass of carbon monoxide (CO)		Mass of total hydrocarbons (THC)		Mass of non-methane hydrocarbons (NMHC)		Mass of oxides of nitrogen (NO _x)		Combined mass of hydrocarbons and oxides of nitrogen (THC + NO _x)		Mass of particulate matter (PM)		Number of particles (P)		
			L ₁ (mg/km)	CI	L ₂ (mg/km)	CI	L ₃ (mg/km)	CI	L ₄ (mg/km)	CI	L ₂ + L ₃ (mg/km)	CI	L ₅ (mg/km)	CI	L ₆ (number/km)	CI	
M	-	All	1,000	500	100	-	68	-	60	180	-	230	4.5	4.5	-	6.0 x 10 ¹¹	
N ₁	I	RM ≤ 1,305	1,000	500	100	-	68	-	60	180	-	230	4.5	4.5	-	6.0 x 10 ¹¹	
	II	1,305 < RM ≤ 1,760	1,810	630	130	-	90	-	75	235	-	295	4.5	4.5	-	6.0 x 10 ¹¹	
	III	1,760 < RM ²	2,270	740	160	-	108	-	82	280	-	350	4.5	4.5	-	6.0 x 10 ¹¹	
N ₂	-	All	2,270	740	160	-	108	-	82	280	-	350	4.5	4.5	-	6.0 x 10 ¹¹	

Key: PI = Positive Ignition, CI = Compression Ignition

Notes:

⁽¹⁾ Positive ignition particulate mass standard shall apply only to vehicles with direct injection engines.

² **Includes M₁ vehicles that meet the "special social needs" definition.**

"

II. Justification

1. The document introduces modifications to the 06 series of amendments of UN Regulation No. 83 in order to align the full requirements for "social needs" vehicles to the regulatory framework of the European Union.

2. In the 06 series of amendments to Regulation No. 83, emission compliance for social needs vehicle is based on M limits only, while in the European Union these vehicles can comply with N₁, class 3 limits.