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

Geneva, 30 May–2 June 2022

Item 3(a) of the provisional agenda

**Light vehicles: UN Regulations Nos. 68 (Measurement of the maximum speed, including electric vehicles), 83 (Emissions of M<sub>1</sub> and N<sub>1</sub> vehicles), 101 (CO<sub>2</sub> emissions/fuel consumption) 103 (Replacement pollution control devices) and 154 (Worldwide harmonized Light vehicles Test Procedures (WLTP))****Proposal for a new Supplement to the 06 and 07 series of amendments to UN Regulation No. 83 (Emissions of M<sub>1</sub> and N<sub>1</sub> vehicles)****Submitted by the expert from the International Organization of Motor Vehicle Manufacturers\***

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA). This document aims at integrating requirements for Special Purpose Vehicles. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2022 as outlined in proposed programme budget for 2022 (A/76/6 (Sect.20), para 20.76), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



## I. Proposal

*In the 06 and 07 series of amendments*

*Paragraph 1.1., amend to read:*

"1.1. This Regulation shall apply to vehicles of categories M<sub>1</sub>, M<sub>2</sub>, N<sub>1</sub> and N<sub>2</sub> with a reference mass not exceeding 2,610 kg <sup>1</sup>.

At the manufacturer's request, type approval granted under this Regulation may be extended from vehicles mentioned above to M<sub>1</sub>, M<sub>2</sub>, N<sub>1</sub> and N<sub>2</sub> vehicles with a reference mass not exceeding 2,840 kg and which meet the conditions laid down in this Regulation.

At the manufacturer's request, type approval ~~granted~~ under this Regulation may be **granted** ~~extended from vehicles mentioned above~~ to special purpose vehicles of categories M<sub>1</sub>, M<sub>2</sub>, N<sub>1</sub> and N<sub>2</sub> regardless of their reference mass. **In this case t**~~The manufacturer shall demonstrate to the Type Approval Authority which granted the type approval~~ that the vehicle in question is a special purpose vehicle. <sup>1"</sup>

*Paragraph 9.1., amend to read:*

"9.1. Introduction

This paragraph sets out the tailpipe emissions and OBD (including IUPR<sub>M</sub>) in service conformity requirements for vehicles type approved to this Regulation. **Special purpose vehicles shall not be subject to the provisions of this paragraph if the manufacturer demonstrates that the vehicle cannot meet the emission requirements due to its special purpose. The exemptions granted are to be described on the vehicle type-approval certificate."**

*Appendix 6, paragraph 8.1.1., amend to read:*

"8.1.1. The requirement for a driver inducement system shall not apply to ~~vehicles designed and constructed for use by the rescue services, armed services, civil defence, fire services and forces responsible for maintaining public order~~ **Ambulances as well as Special service vehicles.** Permanent deactivation of the driver inducement system for these vehicles shall only be done by the vehicle manufacturer."

*In the 06 series of amendments*

*Paragraph 8.1., amend to read:*

"8.1. Every vehicle bearing an approval mark as prescribed under this Regulation shall conform, with regard to components affecting the emission of gaseous and particulate pollutants by the engine, emissions from the crankcase and evaporative emissions, to the vehicle type approved. **Special purpose vehicles shall not be subject to the provisions of this paragraph if the manufacturer demonstrates that the vehicle cannot meet the emission requirements due to its special purpose. The exemptions granted are to be described on the vehicle type approval certificate.** The conformity of production procedures shall comply with those set out in the 1958 Agreement, Appendix 2 (E/ECE/324-E/ECE/TRANS/505/Rev.2), with the following requirements set out in the paragraphs below."

*In the 07 series of amendments*

*Paragraph 8.1., amend to read:*

"8.1. Every vehicle bearing an approval mark as prescribed under this Regulation shall conform, with regard to components affecting the emission of gaseous and particulate pollutants by the engine, emissions from the crankcase and evaporative emissions, to the vehicle type approved. **Special purpose vehicles shall not be subject to the provisions of this paragraph if the manufacturer demonstrates that the vehicle cannot meet the emission requirements due to its special purpose. The exemptions granted are to be described on the vehicle type- approval certificate.** The conformity of production procedures shall comply with those set out in the 1958 Agreement, Appendix 2 (E/ECE/324-E/ECE/TRANS/505/Rev.2), with the following requirements:"

## II. Justification

1. The aim of this proposal is to integrate exemptions to special purpose vehicles into the emission regulations.

If an extension is not possible due to a missing, already existing, type approval, granting type approval of a special purpose vehicle should be made available.

2. The definition of vehicles designed and constructed for use by the rescue services, armed services, civil defence, fire services and forces responsible for maintaining public is not yet integrated in R.E.3.

If life is at stake, also ambulances shall operate even with an empty reagent tank.

With the introduction of the definition "Special service vehicle" to R.E.3 the paragraph can be simplified.

3. Special purpose vehicles are hardly publicly available on the market, thus testing in-service conformity and conformity of production of special purpose vehicle does not make sense.

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