

15 September 2022

Agreement

Concerning the Adoption of Harmonized Technical United Nations Regulations 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 United Nations Regulations*

(Revision 3, including the amendments which entered into force on 14 September 2017)

Addendum 82 – UN Regulation No. 83

Revision 4 - Amendment 17

Supplement 17 to the 06 series of amendments – Date of entry into force: 22 June 2022

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.29/2022/132.



UNITED NATIONS

* Former titles of the Agreement:

Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version); 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, done at Geneva on 5 October 1995 (Revision 2).



Annex 4a

Paragraph 5.1., amend to read:

"5.1. Test procedure

The procedure for measuring the vehicle road load is described in Appendix 7a to this annex.

As an alternative to this, the following measures may be used.

- (a) In the case where the vehicle road load has already been determined according to WLTP procedures as defined in UN GTR No. 15, the methodology, described in Appendix 7b may alternatively be used.
- (b) In the case where a vehicle road load has already been determined according to Appendix 7a to this annex, simulation of the other configurations of the vehicle which have same body shape or same transmission may be used under the condition that the Type Approval Authority approves the simulation methodology proposed by the manufacturer.

These procedures are not required if the chassis dynamometer load is to be set according to the reference mass of the vehicle."

Annex 6

Paragraph 5.2., amend to read:

"5.2. The pressure in the crankcase shall be measured at an appropriate location. It is recommended to measure the pressure at the dip-stick hole, if feasible."

Annex 7

Paragraph 3.2.1., amend to read:

"3.2.1. The appropriate reference fuel shall be used, as defined in Annex 10 to this Regulation.

As an alternative at the choice of the manufacturer, in the case that E5 fuel has been used for the Type I test, E10 fuel may be used for the Type IV test."

Annex 8

Paragraph 5.2.11., amend to read:

"5.2.11. A four-wheel drive vehicle shall be tested in a two-wheel drive mode of operation. The determination of the total road force for dynamometer setting is performed while operating the vehicle in its primary designed driving mode. At the request of the manufacturer a four-wheel drive vehicle shall be tested in its primary drive mode of operation."
