

13 February 2024

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 19

Supplement 19 to the 06 series of amendments – Date of entry into force: 5 January 2024

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.29/2023/62.



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,

add a new paragraph 3.2.7. to read:

"3.2.7. The vehicle to be tested shall be equipped with the daytime running lamp system that has the highest electrical energy consumption of the daytime running lamp systems, which are fitted by the manufacturer to vehicles in the group represented by the type-approved vehicle. The manufacturer shall supply appropriate technical documentation to the type-approval authorities in this respect.

The daytime running lamps as defined in paragraph 2. of Regulation No. 48 shall be switched ON during the test cycle."

add a new paragraph 3.2.8. to read:

"3.2.8. For tests according to this Regulation performed after [xx-xx-20xx¹], the rear position lamps shall be set to the operating condition which is applied at ambient lighting conditions exceeding 7,000 lux (e.g. by the vehicle's dynamometer operation mode)."

Annex 11, paragraph 3.2.1.2., amend to read:

"3.2.1.2. A manufacturer may disable any specific OBD monitor for a given driving cycle for ambient or engine coolant temperatures below 266 K (-7° C) or at elevations over 2,500 metres above sea level provided the manufacturer submits data and/or an engineering evaluation which adequately demonstrate that monitoring would be unreliable when such conditions exist. A manufacturer may also request disablement of any specific OBD monitor at other ambient or engine coolant temperatures or other elevations if they demonstrate to the authority with data and/or an engineering evaluation that misdiagnosis would occur under such conditions. It is not necessary to illuminate the Malfunction Indicator (MI) if OBD thresholds are exceeded during a regeneration provided no defect is present. Engine coolant temperature is only deemed subject to approval, if it is used as a substitute to ambient temperature."

Annex 11, Appendix 1

paragraph 6.5.1.3., amend to read:

"6.5.1.3. For all emission control systems for which specific on-board evaluation tests are conducted according to this annex (catalyst, oxygen sensor, etc.), except misfire detection, fuel system monitoring and comprehensive component monitoring, the results of the most recent test performed by the vehicle and the limits to which the system is compared shall be made available through the serial data port on the standardised data link connector according to the specifications given in paragraph 6.5.3. of this appendix. For the monitored components and systems excepted above, a pass/fail indication for the most recent test results shall be available through the data link connector.

All data required to be stored in relation to OBD in-use performance according to the provisions of paragraph 7.6. of this appendix shall be available through the serial data port on the standardized data link connector according to the specifications given in paragraph 6.5.3. of this appendix."

paragraphs 6.5.3.3., amend to read:

"6.5.3.3. Basic diagnostic data, (as specified in paragraph 6.5.1.) and bi-directional control information must be provided using the format and units described in ISO DIS 15031 -5 "Road vehicles – Communication between vehicle and external test equipment for emissions -related diagnostics – Part 5: Emissions - related diagnostic services", dated 1 November 2001, and must be available

¹ Date to be replaced by the date of entry into force of this proposal when known

using a diagnostic tool meeting the requirements of ISO DIS 15031 -4. The vehicle manufacturer shall provide to the responsible standardisation body the details of any emission -related diagnostic data, e.g. PID's, OBD monitor Id's, Test Id's not specified in ISO DIS 15031 -5 but related to this Regulation."

add a new paragraph 6.5.3.3.1., to read:

"6.5.3.3.1. The standards ISO 27145 "Road vehicles – Implementation of World-Wide Harmonized On-Board Diagnostics (WWH-OBD)" dated 2012-08-15; or SAE J 1979-2 "E/E Diagnostic Test Modes: OBDOnUDS", dated April 2021, may be used as an option instead of ISO 15031-5 "Road vehicles - communication between vehicles and external test equipment for emissions-related diagnostics – Part 5: Emissions-related diagnostic services" for the transmission of OBD relevant information."

paragraphs 6.5.3.4., amend to read:

6.5.3.4. When a fault is registered, the manufacturer must identify the fault using an appropriate fault code consistent with those given in Section 6.3. of ISO DIS 15031 -6 "Road vehicles – Communication between vehicle and external test equipment for emissions -related diagnostics – Part 6: Diagnostic trouble code definitions", relating to "emission related system diagnostic trouble codes". If such identification is not possible, the manufacturer may use diagnostic trouble codes according to Sections 5.3. and 5.6. of ISO DIS 15031 -6. The fault codes must be fully accessible by standardised diagnostic equipment complying with the provisions of paragraph 6.5.3.2. of this annex. The vehicle manufacturer shall provide to the responsible standardisation body the details of any emission -related diagnostic data, e.g. PID's, OBD monitor Id's, Test Id's not specified in ISO DIS 15031 -5 but related to this Regulation."
