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. GENEVA, 20 MARCH 1958

MODIFICATIONS TO REGULATION NO. 49. UNIFORM PROVISIONS CONCERNING THE APPROVAL OF COMPRESSION IGNITION (C.I.) AND VEHICLES EQUIPPED WITH C.I. ENGINES WITH REGARD TO THE EMISSIONS OF POLLUTANTS BY THE ENGINE

14 APRIL 1999

The Secretary-General of the United Nations, acting in his capacity as depositary, communicates the following:

At its tenth session, the Administrative Committee of the above Agreement adopted certain drafting modifications to the authentic English and French texts of Regulation No. 49.

Attached is a copy of the corresponding procès-verbal, together with the text of the modifications concerned.

12 April 1999

Reference: C.N.271.1999.TREATIES-1 (Depositary Notification)
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 20 MARCH 1958

PROCES-VERBAL CONCERNING CERTAIN MODIFICATIONS TO REGULATION NO. 49 ANNEXED TO THE AGREEMENT

THE SECRETARY-GENERAL OF THE UNITED NATIONS, acting in his capacity as depositary of the Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 20 March 1958,

WHEREAS the Administrative Committee of the above Agreement at its tenth session, adopted certain drafting modifications to Regulation No. 49 ("Uniform provisions concerning the approval of compression ignition (C.I.) and natural gas (N.G.) engines as well as positive-ignition (P.I.) engines fuelled with liquefied petroleum gas (LPG) and vehicles equipped with C.I. and N.G. engines and P.I. engines fuelled with LPG, with regard to the emissions of pollutants by the engine") (TRANS/WP.29/653),

HAS CAUSED the said modifications, listed in the annex to this Procès-verbal, to be effected in the English and French texts of Regulation No. 49.

IN WITNESS WHEREOF, I, Hans Corell, Under-Secretary-General, the Legal Counsel, have signed this Procès-verbal.


Hans Corell

PROCES-VERBAL RELATIF A CERTAINES MODIFICATIONS AU REGLEMENT NO 49 ANNEXE A L'ACCORD

LE SECRETAIRE GENERAL DE L'ORGANISATION DES NATIONS UNIES, agissant en sa qualite de depostaire de l'Accord concernant l'adoption de prescriptions techniques applicables aux vehicules a roues, aux équipements et aux pieces susceptibles d'etre montes ou utilises sur un vehicule a roues et les conditions de reconnaissance reciproque des homologations delivrees conformement a ces prescriptions, fait a Geneve le 20 mars 1958,

ATTENDU que le Comite administratif lors de sa dixième session a adopté certaines modifications rédactionnelles au Reglement No 49 ("Prescriptions uniformes relatives à l'homologation des moteurs à allumage par compression (A.P.C.)et des moteurs fonctionnant au gaz naturel (GN), ainsi que des moteurs à allumage commandé fonctionnant au gaz de pétrole liquéfié (GPL) et des vehicules équipés de moteurs APC, de moteurs fonctionnant au gaz naturel et de moteurs à allumage commandé fonctionnant au gaz de pétrole liquéfié, en ce qui concerne les émissions de polluants par le moteur") (TRANS/WP.29/653),

A FAIT PROCEDER auxdites modifications, dont le texte figure en annexe au présent procès-verbal, dans les textes anglais et français du Règlement No 49.

EN FOI DE QUOI, Nous, Hans Corell, Secrétaire général adjoint, Conseiller juridique, avons signé le présent procès-verbal.


Hans Corell
Annex 4 - Appendix 1.

Paragraph 2.2.3., correct to read:

"2.2.3. **In the case of LPG-fuelled engines:**

\[ G_{EXH} = G_{AIR} + G_{FUEL} \]

or

\[ V'_{EXH} = V'_{AIR} - G_{FUEL} \] (dry exhaust volume)

or

\[ V'_{EXH} = V'_{AIR} + G_{FUEL} \] (wet exhaust volume)"

Annex 4 - Appendix 3.

Paragraph 1.3.3., amend to read:

"1.3.3. **Total sampling type with CO\textsubscript{2} measurement and carbon balance method**

\[
G_{EDF,i} = \frac{206 \times G_{FUEL,i}}{C_{2D,i} - C_{2A,i}} \] (C.I. engines)

or

\[
G_{EDF,i} = \frac{195 \times G_{FUEL,i}}{C_{2D,i} - C_{2A,i}} \] (LPG-fuelled engines)

or

\[
G_{EDF,i} = \frac{171 \times G_{FUEL,i}}{C_{2D,i} - C_{2A,i}} \] (NG-fuelled engines)"