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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

REGULATION NO. 83. UNIFORM PROVISIONS CONCERNING THE
APPROVAL OF VEHICLES WITH REGARD TO THE EMISSION OF
POLLUTANTS ACCORDING TO ENGINE FUEL REQUIREMENTS

PROPOSAL OF AMENDMENTS TO REGULATION NO. 83

On 17 August 2001, the Secretary-General received from the Administrative Committee of the above Agreement, pursuant to article 12 (1) of the Agreement, amendments proposed to the above Regulation.

..... A copy, in the English and French languages, of the document containing the text of the proposed amendments is transmitted herewith (doc. TRANS/WP.29/805) (*Copies of the proposed amendments are transmitted in hard copy only*).

The Secretary-General wishes to draw attention to article 12 (2) and (3) of the Agreement which read as follows:

"2. An amendment to a Regulation will be considered to be adopted unless, within a period of six months from its notification by the Secretary-General, more than one-third of the Contracting Parties applying the Regulation at the time of notification have informed the Secretary-General of their disagreement with the amendment. If, after this period, the Secretary-General has not received declarations of disagreement of more than one-third of the Contracting Parties applying the Regulation, the Secretary-General shall as soon as possible declare the amendment as adopted and binding upon those Contracting Parties applying the Regulation who did not declare themselves opposed to it. When a Regulation is amended and at least one-fifth of the Contracting Parties applying the unamended Regulation subsequently declare that they wish to continue to apply the unamended Regulation, the unamended Regulation will be regarded as an alternative to the amended Regulation and will be incorporated formally as such into the Regulation with effect from the date of adoption of the amendment or its entry into force. In this case the obligations of the Contracting Parties applying the Regulation shall be the same as set out in paragraph 1.

3. Should a new Contracting Party accede to this Agreement between the time of the

Attention: Treaty Services of Ministries of Foreign Affairs and of international organizations concerned.

notification of the amendment to a Regulation by the Secretary-General and its entry into force, the Regulation in question shall not enter into force for that Contracting Party until two months after it has formally accepted the amendment or two months after the lapse of a period of six months since the communication to that Party by the Secretary-General of the proposed amendment."

21 August 2001

A handwritten signature in black ink, appearing to be the initials 'AJ' followed by a flourish.



**Economic and Social
Council**

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GENERAL

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3 August 2001

ENGLISH
Original: ENGLISH
and FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

DRAFT SUPPLEMENT 2 TO THE 05 SERIES OF AMENDMENTS
TO REGULATION No. 83

(Emissions of M₁ and N₁ categories of vehicles)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its eighteenth session, following the recommendation by WP.29 at its one-hundred-and-twenty-fourth session. It is based on document TRANS/WP.29/2001/30, not amended (TRANS/WP.29/792, para. 144).

Insert new paragraph 2.20., to read:

"2.20. "Periodically regenerating system" means an anti-pollution device (e.g. catalytic converter, particulate trap) that requires a periodical regeneration process in less than 4,000 km of normal vehicle operation. During cycles where regeneration occurs, emission standards can be exceeded. If a regeneration of an anti-pollution device occurs at least once per Type I test and that has already regenerated at least once during vehicle preparation cycle, it will be considered as a continuously regenerating system which does not require a special test procedure. Annex 13 does not apply to continuously regenerating systems.

At the request of the manufacturer, the test procedure specific to periodically regenerating systems will not apply to a regenerative device if the manufacturer provides data to the type approval authority that, during cycles where regeneration occurs, emissions remain below the standards given in paragraph 5.3.1.4. applied for the concerned vehicle category after agreement of the technical service."

Paragraph 5.3.1.4. amend to read (table not modified):

"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_1 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 below:

....."

Insert new paragraph 8.2.3.1.1.1., to read:

"8.2.3.1.1.1. In the case of periodically regenerating systems as defined in paragraph 2.20., the results shall be multiplied by the factors K_1 obtained by the procedure specified in annex 13 at the time when type approval was granted.

At the request of the manufacturer, testing may be carried out immediately after a regeneration has been completed."

Appendix 3,

Insert new paragraph 3.8., to read:

- "3.8. In the case of vehicles equipped with periodically regenerating systems as defined in paragraph 2.20., it shall be established that the vehicle is not approaching a regeneration period. (The manufacturer must be given the opportunity to confirm this).
- 3.8.1. If this is the case, the vehicle must be driven until the end of the regeneration. If a regeneration occurs during emissions measurement, then a further test must be carried out to ensure that regeneration has been completed. A complete new test shall then be performed, and the first and second test results not taken into account.
- 3.8.2. As an alternative to paragraph 3.8.1., if the vehicle is approaching a regeneration the manufacturer may request that a specific conditioning cycle is used to ensure that regeneration (e.g. this may involve high speed, high load driving).
- The manufacturer may request that testing may be carried out immediately after regeneration or after the conditioning cycle specified by the manufacturer and normal test preconditioning."

Insert a new paragraph 5.3., to read:

- "5.3. In the case of periodically regenerating systems as defined in paragraph 2.20., the results shall be multiplied by the factors K_i obtained at the time when type approval was granted."

Annex 1,

The title, amend to read:

"Annex 1

ENGINE AND VEHICLE CHARACTERISTICS AND INFORMATION
CONCERNING THE CONDUCT OF TESTS"

Insert new items 4.2.11.2.1.10. to 4.2.11.2.1.10.4., to read:

- "4.2.11.2.1.10. Regeneration systems/method of exhaust after-treatment systems, description:
- 4.2.11.2.1.10.1. The number of Type I operating cycles, or equivalent engine test bench cycles, between two cycles where regenerative phases occur under the conditions equivalent to Type I test (Distance 'D' in figure 1 in annex 13):

- 4.2.11.2.1.10.2. Description of method employed to determine the number of cycles between two cycles where regenerative phases occur:.....
- 4.2.11.2.1.10.3. Parameters to determine the level of loading required before regeneration occurs (i.e. temperature, pressure etc.):
- 4.2.11.2.1.10.4. Description of method used to load system in the test procedure described in paragraph 3.1., annex 13:

Items 4.2.11.2.1.10. to 4.2.11.2.10.2. (former), renumber as items 4.2.11.2.1.11. to 4.2.11.2.2.11.2.

Insert new items 4.2.11.2.5.4.1. to 4.2.11.2.5.4.4., to read:

- "4.2.11.2.5.4.1. The number of Type I operating cycles, or equivalent engine test bench cycle, between two cycles where regeneration phases occur under the conditions equivalent to Type I test (Distance 'D' in figure 1 in annex 13):
- 4.2.11.2.5.4.2. Description of method employed to determine the number of cycles between two cycles where regenerative phases occur:
- 4.2.11.2.5.4.3. Parameters to determine the level of loading required before regeneration occurs (i.e. temperature, pressure, etc.):
- 4.2.11.2.5.4.4. Description of method used to load system in the test procedure described in paragraph 3.1., annex 13:

Annex 2,

Item 16.1., amend to read:

"16.1. Test Type I:

Pollutant in g/km	CO	HC (3)	No _x	HC + NO _x (1)	Particulates (1)
Measured					
With factor K ₁ (2)					
With deterioration factor					

- (1) For compression-ignition engined vehicles only.
- (2) For vehicles equipped with periodically regenerating systems as defined in paragraph 2.20. of this Regulation, the measured values must be multiplied by the factors K₁ obtained from annex 13.
- (3) For positive-ignition engined vehicles only."

Annex 4,

Paragraph 1., amend to read:

"... shall apply additionally.
When the vehicle is equipped with a periodically
regenerating system as defined in paragraph 2.20., the
provisions of annex 13 shall apply."

Paragraph 3.2., amend to read:

"... shall be used for testing.
Fuel quality (sulphur content, etc.) shall be considered if
required by new technologies during regeneration
measurements. It may be negotiated for each test case in
agreement with the Technical Services, within the
specifications of the applicable test reference fuel defined
in annex 10."

Annex 9,

Paragraph 5., amend to read:

"... those laid down in paragraph 5.3.1.4. of this
Regulation.

In the case of vehicles equipped with periodically
regenerating systems as defined in paragraph 2.20. of this
Regulation, it shall be checked that the vehicle is not
approaching a regeneration period. If this is the case, the
vehicle must be driven until the end of the regeneration.
If a regeneration occurs during the emissions measurement, a
new test (including preconditioning) shall be performed, and
the first result not taken into account.

All exhaust emissions results shall be plotted"

Annex 11,

Paragraph 3.2.1.2., amend to read:

..... misdiagnosis would occur under such conditions.
It is not necessary to illuminate the malfunction
indicator (MI) if the OBD thresholds are exceeded during a
regeneration provided no defect is present."

Add a new annex 13, to read:

"Annex 13

EMISSIONS TEST PROCEDURE FOR A VEHICLE EQUIPPED WITH
A PERIODICALLY REGENERATING SYSTEM

1. INTRODUCTION

This annex defines the specific provisions regarding type-
approval of a vehicle equipped with a periodically
regenerating system as defined in paragraph 2.20. of this
Regulation.

2. SCOPE AND EXTENSION OF THE TYPE APPROVAL

2.1. Vehicle family groups equipped with periodically regenerating system

The procedure applies to vehicles equipped with a periodically regenerating system as defined in paragraph 2.20. of this Regulation. For the purpose of this annex vehicle family groups may be established. Accordingly, those vehicle types with regenerative systems, whose parameters described below are identical, or within the stated tolerances, shall be considered to belong to the same family with respect to measurements specific to the defined periodically regenerating systems.

2.1.1. Identical parameters are:

Engine:

- (a) Combustion process.

Periodically regenerating system (i.e. catalyst, particulate trap):

- (a) Construction (i.e. type of enclosure, type of precious metal, type of substrate, cell density),
- (b) Type and working principle,
- (c) Dosage and additive system,
- (d) Volume ± 10 per cent,
- (e) Location (temperature ± 50 °C at 120 km/h or 5 per cent difference of max. temperature / pressure).

2.2. Vehicle types of different reference masses

The K_i factors developed by the procedures in this annex for type approval of a vehicle type with a periodically regenerating system as defined in paragraph 2.20. of this Regulation, may be extended to other vehicles in the family group with a reference mass within the next two higher equivalent inertia classes or any lower equivalent inertia.

3. TEST PROCEDURE

The vehicle may be equipped with a switch capable of preventing or permitting the regeneration process provided that this operation has no effect on original engine calibration. This switch shall be permitted only for the purpose of preventing regeneration during loading of the regeneration system and during the pre-conditioning cycles. However, it shall not be used during the measurement of emissions during the regeneration phase; rather the emission test shall be carried out with the unchanged Original Equipment Manufacturer's (OEM) control unit.

3.1. Exhaust emission measurement between two cycles where regenerative phases occur

Average emissions between regeneration phases and during loading of the regenerative device shall be determined from the arithmetic mean of several approximately equidistant (if

more than 2) Type I operating cycles or equivalent engine test bench cycles. As an alternative the manufacturer may provide data to show that the emissions remain constant (+15 per cent) between regeneration phases. In this case, the emissions measured during the regular Type I test may be used. In any other case emissions measurement for at least two Type I operating cycles or equivalent engine test bench cycles must be completed: one immediately after regeneration (before new loading) and one as close as possible prior to a regeneration phase. All emissions measurements and calculations shall be carried out according to annex 4, paragraphs 5., 6., 7. and 8.

- 3.1.2. The loading process and K_1 determination shall be made during the Type I operating cycle, on a chassis dynamometer or on an engine test bench using an equivalent test cycle. These cycles may be run continuously (i.e. without the need to switch the engine off between cycles). After any number of completed cycles, the vehicle may be removed from the chassis dynamometer, and the test continued at a later time.
- 3.1.3. The number of cycles (D) between two cycles where regeneration phases occur, the number of cycles over which emissions measurements are made (n), and each emissions measurement (M'_{sij}) shall be reported in annex 1, items 4.2.11.2.1.10.1. to 4.2.11.2.1.10.4. or 4.2.11.2.5.4.1. to 4.2.11.2.5.4.4. as applicable.
- 3.2. Measurement of emissions during regeneration
- 3.2.1. Preparation of the vehicle, if required, for the emissions test during a regeneration phase, may be completed using the preparation cycles in paragraph 5.3. of annex 4 or equivalent engine test bench cycles, depending on the loading procedure chosen in paragraph 3.1.2. above.
- 3.2.2. The test and vehicle conditions for the Type 1 test described in annex 4 apply before the first valid emission test is carried out.
- 3.2.3. Regeneration must not occur during the preparation of the vehicle. This may be ensured by one of the following methods:
 - 3.2.3.1. A "dummy" regenerating system or partial system may be fitted for the pre-conditioning cycles.
 - 3.2.3.2. Any other method agreed between the manufacturer and the type approval authority.
- 3.2.4. A cold-start exhaust emission test including a regeneration process shall be performed according to the Type I operating cycle, or equivalent engine test bench cycle. If the emissions tests between two cycles where regeneration phases occur are carried out on an engine test bench, the emissions test including a regeneration phase shall also be carried out on an engine test bench.
- 3.2.5. If the regeneration process requires more than one operating cycle, subsequent test cycle(s) shall be driven immediately, without switching the engine off, until complete

regeneration has been achieved (each cycle shall be completed). The time necessary to set up a new test should be as short as possible (e.g. particular matter filter change). The engine must be switched off during this period.

3.2.6. The emission values during regeneration (M_{r1}) shall be calculated according to annex 4, paragraph 8. The number of operating cycles (d) measured for complete regeneration shall be recorded.

3.3. Calculation of the combined exhaust emissions

$$M_{s1} = \frac{\sum_{j=1}^n M'_{sj}}{n} \quad n \geq 2 \quad ; \quad M_{r1} = \frac{\sum_{j=1}^d M'_{rj}}{d}$$

$$M_{p1} = \left\{ \frac{M_{s1} * D + M_{r1} * d}{D + d} \right\}$$

where for each pollutant (i) considered:

- M'_{sij} = mass emissions of pollutant (i) in g/km over one Type I operating cycle (or equivalent engine test bench cycle) without regeneration
- M'_{rij} = mass emissions of pollutant (i) in g/km over one Type I operating cycle (or equivalent engine test bench cycle) during regeneration. (when $n > 1$, the first Type I test is run cold, and subsequent cycles are hot)
- M_{s1} = mean mass emission of pollutant (i) in g/km without regeneration
- M_{r1} = mean mass emission of pollutant (i) in g/km during regeneration
- M_{p1} = mean mass emission of pollutant (i) in g/km
- n = number of test points at which emissions measurements (Type I operating cycles or equivalent engine test bench cycles) are made between two cycles where regenerative phases occur, ≥ 2
- d = number of operating cycles required for regeneration
- D = number of operating cycles between two cycles where regenerative phases occur

For exemplary illustration of measurement parameters see figure 8/1.

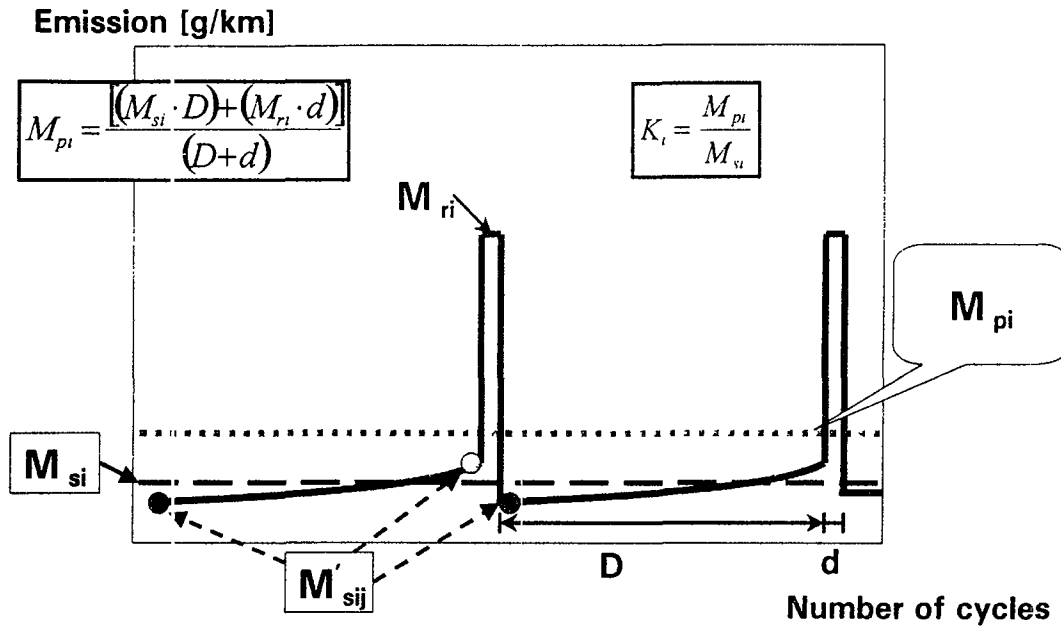


Figure 8/1: Parameters measured during emissions test during and between cycles where regeneration occurs (schematic example, the emissions during 'D' may increase or decrease)

3.4. Calculation of the regeneration factor K for each pollutant (i) considered

$$K_i = M_{pi} / M_{si}$$

M_{si} , M_{pi} and K_i results shall be recorded in the test report delivered by the technical service.

K_i may be determined following the completion of a single sequence."