

E/ECE/324 }
E/ECE/TRANS/505 } Rev.1/Add.82/Rev.3/Corr.1*

14 October 2005

ENGLISH AND RUSSIAN ONLY

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 **/

(Revision 2, including the amendments which entered into force on 16 October 1995)

Addendum 82: Regulation No. 83

Revision 3 - Erratum

UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE EMISSION OF POLLUTANTS ACCORDING TO ENGINE FUEL REQUIREMENTS



UNITED NATIONS

*/ Reissued for technical reasons.

**/ Former title 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.

GE.05-23383

Page 5, Table of Contents, Annex 4, Appendix 4 delete "5. Technical Note"

Page 25, paragraph 5.3.5.3.2., replace "£" with "≤" (3 times)

Page 26, paragraph 5.3.6.2., replace the table with the following (footnote (1) unchanged)

		Deterioration factors				
Pollutant		CO	HC	NO _x	HC + NO _x ⁽¹⁾	Particulates
Engine Category	Positive-ignition Engine	1.2	1.2	1.2	-	-
	Compression-ignition engine	1.1	-	1	1	1.2

Page 59, Appendix 4, footnote 2/, correct as follows:

"... either paragraph 3.2.1. or paragraph 3.2.2. and, in addition, ...

Page 60, Appendix 4,

Re-insert paragraphs 3.3. to 3.6. as follows:

- "3.3. When an outlying emitter is found, the cause of the excess emission shall be determined.
- 3.4. When more than one vehicle is found to be an outlying emitter, due to the same cause, the sample is regarded as having failed."
- 3.5. When only one outlying emitter has been found, or when more than one outlying emitter is found, but due to different causes, the sample is increased by one vehicle, unless the maximum sample size has already been reached.
- 3.5.1. When in the increased sample more than one vehicle is found to be an outlying emitter, due to the same cause, the sample is regarded as having failed.
- 3.5.2. When in the maximum sample size not more than one outlying emitter is found, where the excess emission is due to the same cause, the sample is

regarded as having passed with regard to the requirements of paragraph 3. of this appendix."

- 3.6. Whenever a sample is increased due to the requirements of paragraph 3.5., the statistical procedure of paragraph 4. below is applied to the increased sample."

Page 61, re-insert paragraph number "5." for paragraph beginning with "A sample is regarded ..."

Page 76, paragraph 4.2.13.3.1., correct as follows:

"...from petrol to NG or back: "

Page 78, re-insert after the table paragraphs 5.4. to 5.4.2.to read:

- "5.4. Hybrid electric vehicle
5.4.1. Drawing of the hybrid powertrain system layout (engine/ motor/ transmission combination):
5.4.2. Description of the general hybrid powertrain working principle: ..."

Page 80, in the page header, delete

" - Appendix 1"

Page 82, replace paragraph 16.1. with the following

"16.1. Test Type I:

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

- (1) For compression-ignition engines 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 K_i obtained from Annex 13.
- (3) For positive-ignition engined vehicles only."

Page 84, re-insert paragraph 18. to read:

"18. Make and type of catalytic converters (s) as listed in item 4.2.11.2.1. of Annex 1 to this Regulation."

Renumber paragraphs 18. to 21. as paragraphs 19. to 22.

Page 94, paragraph 4.3.1.1., correct to read:

"... compression-ignition engines:
The analyser shall be ..."

Page 98, paragraph 4.5.1., correct to read:

"... purified synthetic air:
(purity: ∇ 1 ppm C, ∇ 1 ppm CO, ∇ 400 ppm CO₂, ∇ 0.1 ppm NO); oxygen ..."

Page 115, correct footnote (1) to read:

"...
 $K_1 K_5$ = first or fifth gear ..."

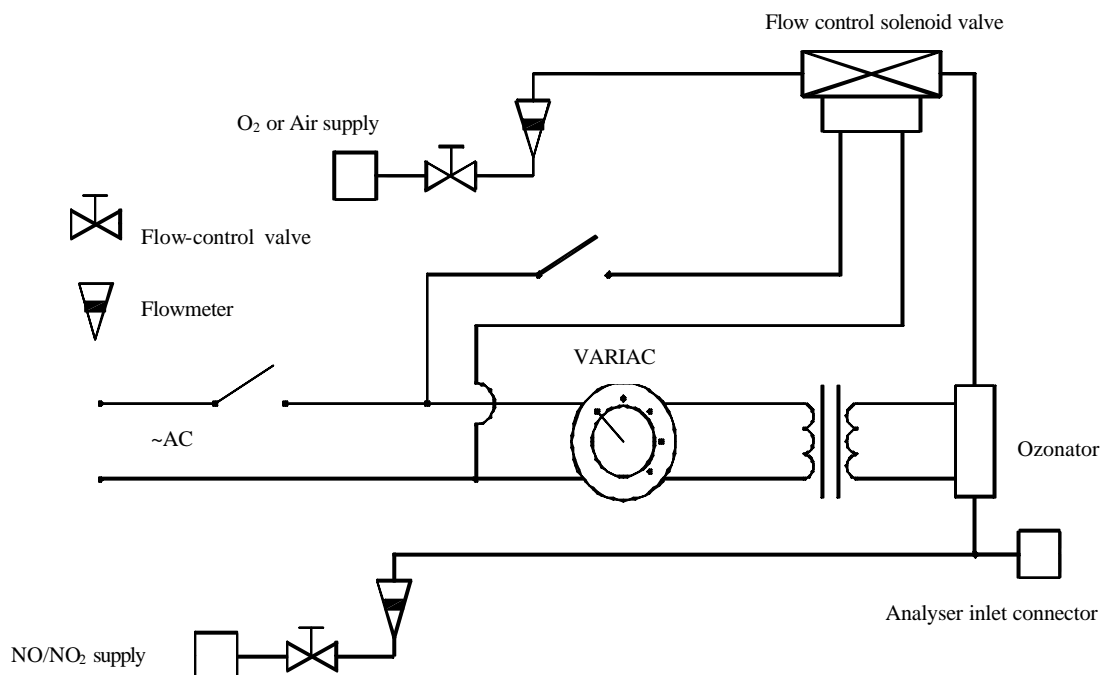
Page 137, paragraph 2.3.1.2., correct to read:

" ... sampling probe shall not vary by more than ∇ 2 per cent from the average..."

Page 149, paragraph 3.2.4. correct to read:

"...
 S_3 is a hydrocarbon sampling point,
... "

Page 154, Figure 6/1, correct to read:



Page 157, amend paragraph "4.2.3.3.1." to read "4.2.3.3."

Page 168, paragraph 1.5.2.3., fourth line, delete "(1-)"

Page 181, amend figure 7/1, the box "Diurnal test" correct the text to read " $T_{\text{start}} = 293 \text{ K} (20 \text{ }^\circ\text{C})$ "

Page 216, Annex 10, first line, in the title delete "SPECIFICATIONS OF REFERENCE FUELS".

Page 237, paragraph 3.9.1. re-insert at the end the following subparagraph:

"Notwithstanding this requirement, the status code (described in paragraph 3.6. of this annex) shall indicate fully evaluated control systems for both fuel types (petrol and gas) when the control systems are fully evaluated for one of the fuel types."

Page 248, re-insert paragraph 6.5.3.6. to read:

"6.5.3.6. The manufacturer shall also make accessible, where appropriate on payment, the technical information required for the repair or maintenance of motor vehicles unless that information is covered by an intellectual property right or constitutes essential, secret know-how which is identified in an appropriate form; in such case, the necessary technical information shall not be withheld improperly.

Entitled to such information is any person engaged in commercially servicing or repairing, road-side rescuing, inspecting or testing of vehicles or in the manufacturing or selling replacement or retro-fit components, diagnostic tools and test equipment."
