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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

**Working Party on Pollution and Energy**

**Ninety second session**

Geneva, 25–28 March 2025

Item 3(a) of the provisional agenda

**Light vehicles:  
UN Regulations Nos. 68 (Measurement of the maximum speed,  
including electric vehicles), 83 (Emissions of M1 and N1 vehicles),  
101 (CO2 emissions/fuel consumption),   
103 (Replacement pollution control devices) and   
154 (Worldwide harmonized Light vehicles Test Procedures (WLTP))**

Proposal for a new Supplement to the 05, 06, 07 and 08 series of amendments to UN Regulation No. 83 (Emissions of M1, M2, N1 and N2 vehicles)

Submitted by the experts from the International Organization of Motor Vehicle Manufacturers [[1]](#footnote-2)\*

The text reproduced below was prepared by the experts from the International Organization of Motor Vehicle Manufacturers (OICA). This document aims to update the requirements for dynamometer preparation ahead of a Type 6 test by aligning UN Regulation No. 83 with the relevant text of Annex 13 of UN Global Technical Regulation No. 15. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

I. Proposal

*Paragraph 5.2.6.*, amendto read:

"5.2.6. The time between dynamometer warming and the start of the emission test shall be no longer than 10 minutes if the dynamometer bearings are not independently heated. If the dynamometer bearings are independently heated, the emission test shall begin no longer than 20 minutes after dynamometer warming.

**If frictional losses of the dynamometer can be stabilized without warming the dynamometer, the test can start following the dynamometer manufacturer’s recommendations. The manufacturer shall provide documentation on the validation of the systems upon request of the responsible authority.**"

II. Justification

1. The text in the Regulation no longer represents the operation of modern chassis dynamometers.
2. This was recognized in the development of Annex 13 of UN GTR No.15 and a fitting text was developed.
3. The text from UN GTR No. 15 should therefore be included as an alternative in UN Regulation No. 83.

1. \* In accordance with the programme of work of the Inland Transport Committee for 2025 as outlined in proposed programme budget for 2025 (A/79/6 (Sect. 20), table 20.6), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate. [↑](#footnote-ref-2)