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World Forum for Harmonization of Vehicle Regulations

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Item 4.6.6 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRPE

Proposal for Supplement 3 to the 08 series of amendments to UN Regulation No. 83 (Emissions of M1 and N1 vehicles)

Submitted by the Working Party on Pollution and Energy*

The text reproduced below was adopted by the Working Party on Pollution and Energy (GRPE) at its ninety-second session (ECE/TRANS/WP.29/GRSP/92, para. 16). It is based on ECE/TRANS/WP.29/GRPE/2025/8 and ECE/TRANS/WP.29/GRPE/2025/10 as amended by Annex VII of the session report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their November 2025 sessions.

* 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.

Point (d) of paragraph 3.1.1., amend to read:

- "(d) Demonstration of compliance with Part III of UN Regulation No. 24 (if applicable), UN Regulation No. 85, Level 1a or Level 2 of UN Regulation No. 154 and UN Regulation No. 168 on RDE (if applicable)."

Paragraph 9.8., amend to read:

- "9.8. The manufacturer shall ensure that, throughout the normal life of a vehicle which is type approved in accordance with UN Regulation No. 154, its final RDE emission results as determined in accordance with UN Regulation No. 168 on RDE and emitted at any RDE test performed in accordance with that Regulation, do not exceed the emission limits for NOX and PN. "

Point (e) of paragraph 12.2.1., amend to read:

- "(e) The requirements of UN Regulation No. 168 on RDE. "

Point (e) of paragraph 12.2.2., amend to read:

- "(e) The requirements of UN Regulation No. 168 on RDE. "

Point (e) of paragraph 12.2.3., amend to read:

- "(e) The requirements of UN Regulation No. 168 on RDE. "

Annex 1, amend to read:

"...

0.2.3.3. PEMS family identifier (according to UN Regulation No. 168 on RDE (if applicable)

...

3.2.1.1. Working principle: positive ignition/compression-ignition, four-stroke/two-stroke/rotary cycle¹²

3.2.1.3. Engine capacity:¹⁵.....cm³

3.2.1.6. Normal engine idling speed:¹².....

..."

Annex 1, Addition of a new footnote:

¹² Strike out what does not apply.

¹⁵ This value shall be calculated ($\pi = 3.1416$) and rounded off to the nearest cm³. "

Point (d) of Annex 3, amend to read:

- "(d) UN Regulation No. 168 on RDE under approval number 1102. This mark indicates that the approval was given in accordance with the requirements of the Regulation in its original version."

Point (a) of paragraph 3. of Annex 4, amend to read:

- "(a) For tailpipe emissions (Type 1, RDE and Type 6 tests), the vehicles covered by the PEMS test family, as described in paragraph 6.3.1. of UN Regulation No. 168 on RDE, "

Paragraph 5.3. of Annex 4, amend to read:

- "5.3. Types of tests ISC testing shall only be performed on vehicles selected in accordance with Appendix 1. ISC testing with the Type 1 test shall be performed in accordance with UN Regulation No. 154. ISC testing with the RDE test shall be performed in accordance with UN Regulation No. 168 on RDE, Type 4 tests shall be performed in accordance with Appendix 2 to this Annex and Type 6 tests shall be performed in accordance with Annex 8. "

Paragraph 5.6. of Annex 4, amend to read:

- "5.6. Testing plan When performing testing for ISC, the granting type approval authority shall draft a testing plan. In the case of RDE testing, that plan shall include testing to check ISC compliance under a wide range of conditions in accordance with UN Regulation No. 168 on RDE. "

Paragraph 5.7.2. of Annex 4, amend to read:

- "5.7.2. Vehicle Examination and Maintenance

Diagnosis of faults and any normal maintenance necessary in accordance with Appendix 1 shall be performed on vehicles accepted for testing, prior to or after proceeding with ISC testing.

The following checks shall be carried out: OBD checks (performed before or after the test), visual checks for lit malfunction indicator lamps, checks on air filter, all drive belts, all fluid levels, radiator and fuel filler cap, all vacuum and fuel system hoses and electrical wiring related to the after-treatment system for integrity; checks on ignition, fuel metering and pollution control device components for maladjustments and/or tampering.

If the vehicle is within 800 km of a scheduled maintenance service, that service shall be performed.

The window washer fluid shall be removed before the Type 4 test and replaced with hot water.

A fuel sample shall be collected and kept in accordance with the requirements of UN Regulation No. 168 on RDE for further analysis in case of fail.

All faults shall be recorded. When the fault is on the pollution control devices then the vehicle shall be reported as faulty and not be used further for testing, but the fault shall be taken into account for the purposes of the compliance assessment performed in accordance with paragraph 6.1. "

Description column of Item ID 1 of Table 1 of Appendix 5 to Annex 4, amend to read:

"UN Regulation No.154 approval number; UN Regulation No. 168 on RDE approval number (if applicable) "

Description column of Item ID 49 of Table 1 of Appendix 5 to Annex 4, amend to read:

"Propulsion type as defined in paragraph 6.3.1.2.(a) of UN Regulation No. 168 on RDE"

Description column of Field "PEMS Family ID" of Table 2 of Appendix 5 to Annex 4, amend to read:

"Paragraph 6.5.2. of UN Regulation No. 168 on RDE"

Description column of Field "Emission TA Number" of Table 2 of Appendix 5 to Annex 4, amend to read:

"UN Regulation No.154 approval number; UN Regulation No. 168 on RDE approval number (if applicable)"

Annex 8, paragraph 5.2.6., amend to 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."