Proposal for amendment to UN Regulation No.83

(to be agreed and submitted to GRPE by TF-AVRS)

*Notes:*

Modifications to the existing text of the Regulation indicated in **black bold** for new characters and ~~black strikethrough~~ for deleted characters.

 I. Proposal

*Amend Annex I, paragraph 2.6.* to read:

2.6. Mass of the vehicle with bodywork and, in the case of a towing vehicle of category other than M1, with coupling device, if fitted by the manufacturer, in running order, or mass of the chassis or chassis with cab, without bodywork and/or coupling device if the manufacturer does not fit the bodywork and/or coupling device (including liquids, tools, spare wheel, if fitted, and driver, **except in the case of vehicles of category X or category Y**, and, for buses and coaches, a crew member if there is a crew seat in the vehicle)7 (maximum and minimum for each variant): ........

*Amend Annex 4, paragraph 5.7.1.to read:*

5.7.1. A vehicle shall be excluded from ISC testing if the information stored in the on-board computer **or in the OBD system** shows that the vehicle was operated after a fault code was displayed and a repair was not carried out in accordance with manufacturer specifications.

*~~Amend Annex 4, paragraph 5.7.2.to read:~~*

~~5.7.2. 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.~~

*Amend Annex 4, Appendix 1, paragraphs 1, to 3., to read:*

1. **[Check]** ~~F~~**f**uel tank level (full / empty). Is the fuel reserve light **(if applicable),** ON?If yes, refuel before test.

2. Are there any warning lightson the instrument panel activated indicating a vehicle or exhaust after-treatment system malfunctioning that cannot be resolve by normal maintenance? (Malfunction Indication Light, Engine Service Light, etc?) If yes, the vehicle cannot be selected.

3. **[Check reagent tank level (full / empty).]** Is the SCR light **(if applicable),** ~~on~~**ON** after engine-on? If yes, the AdBlue should be filled in, or the repair executed before the vehicle is used for testing.

*Amend Annex 4, Appendix 5, paragraphs 18. and 19. to read:*

 18. **In the case that there is no predominant mode, the** driver selectable mode(s) used during the TA tests (pure ICE) or for charge sustaining test (NOVC-HEV, OVC-HEV, NOVC-FCHV).

19. **In the case that there is no predominant mode,** the driver selectable mode(s)used during the TA tests for charge depleting test (OVC-HEV).

*Amend* *Annex 5, paragraphs 2.3. and 2.4. to read:*

2.3. In the case of vehicles with manually-operated or semi-automatic-shift gearboxes, the test shall be carried out ~~with the gear lever~~ in the "neutral" position and with the clutch engaged.

2.4. In the case of vehicles with automatic-shift gearboxes, the test shall be carried out ~~with the gear selector~~ in either the "neutral" or the "parking" position.