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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 fourth session**

Geneva, 17–19 March 2026

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)) and [180] (OBM and EVP)**

**Proposal for a new Supplement to the 09 series of amendments to UN Regulation No. 83 (Emissions of M<sub>1</sub> and N<sub>1</sub> vehicles)****Submitted by the experts of The United Kingdom of Great Britain and Northern Ireland, the European Commission and the International Organization of Motor Vehicle Manufacturers \***

The text reproduced below was prepared by the representatives of the European Commission, The United Kingdom of Great Britain and the experts from the International Organization of Motor Vehicle Manufacturers (OICA). This document aims to propose a new Supplement to the 09 series of amendments to UN Regulation No. 83 in order to remove the provisions relating to manipulation devices and manipulation strategies. These are now proposed for inclusion in a new Supplement to the 04 series of amendments to UN Regulation No. 154. This proposal also clarifies that in-service conformity checks for electric range of pure electric vehicles at low temperatures is optional.

The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters. It is submitted to the Working Party on Pollution and Energy consideration at its 94th session.

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\* In accordance with the programme of work of the Inland Transport Committee for 2026 as outlined in proposed programme budget for 2026 (A/80/6 (Sect. 20), table 20.7), 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.



## I. Proposal

*Table of Contents*, amend to read:

"...

Annexes

...

7 ~~Reserved Manipulation devices and manipulation strategies~~

~~Appendix 1 – Methodology for the assessment and approval of AES and BES .....~~

~~Appendix 2 – Documentation packages .....~~

..."

*Paragraph 1.*, amend to read:

### "1. Scope

This Regulation establishes technical requirements for the type approval of motor vehicles with regard to crankcase emissions (Type 3 test) and exhaust emissions at low ambient temperature (Type 6 test) for emissions of gaseous compounds.

In addition, this Regulation lays down rules for in-service conformity for tailpipe and evaporative emissions, and battery durability, electric range ratio of pure electric vehicles at low temperatures, brake emissions and on-board monitoring; as well as rules for anti-tampering, security and cybersecurity; ~~and manipulation devices and manipulation strategies.~~

1.1. This Regulation ..."

*Paragraph 3.1.2. (a)*, amend to read:

"(a) ~~All relevant documentation to technically justify the absence of manipulation devices and manipulation strategies.~~ **Reserved**"

*Paragraph 3.3.2.*, amend to read:

"3.3.2. ~~For the purpose of paragraph 3.1.2.(a).~~, the manufacturer shall comply with ~~Annex 7 to this Regulation on tests, methods and procedures to establish the absence of manipulation devices and manipulation strategies~~

~~3.3.2.1. These tests, methods and procedures include the roles and responsibilities assigned to vehicle manufacturers, type approval authorities, and other actors that shall ensure the absence of manipulation devices and manipulation strategies and are specified in Annex 7.~~ **Reserved**"

*Paragraph 5.1.1.*, amend to read:

"5.1.1. Manufacturers shall demonstrate that all new vehicles are type approved in accordance with this Regulation. These obligations include meeting the emission limits set out in this Regulation.

Manufacturers shall ensure that type approval procedures for verifying conformity of production; in-service conformity; anti-tampering, security and cybersecurity; ~~and manipulation devices and manipulation strategies~~ are met.

In addition, ..."

Paragraph 5.2., Table A, amend the final row and notes below the table to read:

"Table A - Requirements

**Application of test requirements for type approval and extensions**

<i>Application of test requirements for type approval and extensions</i>											
<i>Vehicle category</i>	<i>Vehicles with positive ignition engines including hybrids</i>								<i>Vehicles with compression ignition engines including hybrids</i>		<i>Pure electric vehicles</i>
	<i>Mono fuel</i>				<i>Bi-fuel<sup>2</sup></i>			<i>Flex-fuel</i>	<i>Mono fuel</i>		
...											
In-service conformity	Yes	Yes	Yes	Yes	Yes (as at type-approval)	Yes (as at type-approval)	Yes (as at type-approval)	Yes (as at type-approval)	Yes	Yes	Yes <sup>3</sup>

<sup>1</sup> Declaration of compliance by the vehicle manufacturer at type-approval that a closed crankcase system or routing to the tailpipe is installed. The approval authority may require a test to be performed.

<sup>2</sup> When a bi-fuel vehicle is combined with a flex fuel vehicle, both test requirements are applicable.

<sup>3</sup> **The requirement to undertake in-service conformity checks of electric range of pure electric vehicles at low temperatures is optional.**

Paragraph 9.4., amend to read:

"9.4. In-service conformity checks of electric range of pure electric vehicles at low temperatures

**The requirement to undertake in-service conformity checks of electric range of pure electric vehicles at low temperatures is optional.**

9.4.1. The in-service conformity for electric range ratio of pure electric vehicles at low temperatures shall be checked on properly maintained and used vehicles in accordance with the requirements of Annex 11, with a total distance (sum of the distance driven as reported by the odometer and the virtual distance (if applicable)) between 3,000 km and up to 40,000 km or with a vehicle age of up to 2 years, counting from the date of manufacture of the vehicle, whichever comes first."

Annex 7, amend to read:

**"Annex 7**

**Reserved"**

Annex 7, Appendix 1, delete

Annex 7, Appendix 2, delete

Annex 11

Paragraph 1., amend to read:

"1. Introduction

**The requirement to undertake in-service conformity checks of electric range of pure electric vehicles at low temperatures is optional.**

1.1. In order to verify ..."

*Paragraph 1.3.*, amend the fourth sub-paragraph to read:

"1.3. ...

Two decisions are possible for a statistical procedure for a given combination of low temperature vehicle family, **as defined in paragraph 6.10. of UN Regulation No. 154:**

‘Sample pass’ decision ..."

## **II. Justification**

1. The requirements for manipulation devices and manipulation strategies are now proposed for inclusion in Level 1A and Level 2 of UN Regulation No. 154. Consequently they should be removed from UN Regulation No. 83.

2. The requirement to undertake in-service conformity checks for electric range of pure electric vehicles at low temperatures is optional in Euro 7. This Regulation has been updated to align with those requirements.

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