Proposal for supplement [3] to 08 series of amendments 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

*Annex I, paragraph 2.6.* and footnote 7 amend 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): ........ "

 *Footnote 7* amend to read:

 "7The mass of the driver and, if applicable, of the crew member is assessed at 75 kg (subdivided into 68 kg occupant mass and 7 kg luggage mass according to ISO Standard 2416 – 1992), the fuel tank is filled to 90 per cent and the other liquid containing systems (except those used for water) to 100 per cent of the capacity as specified by the manufacturer.

 **For vehicles of category X and category Y the driver’s mass shall not be included."**

*Annex 4, paragraph 5.7.2., amend to read:*

5.7.2. The following checks shall be carried out: OBD checks (performed before or after the test), check for malfunction indication from the OBD system, 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.

*Annex 4, Appendix 1, paragraph 1., amend to read:*

"1. **[Check]** ~~F~~**f**uel tank level (full / empty). Is there an indication of low fuel level ~~fuel reserve light~~?If yes, refuel before test. "

*Annex 4, Appendix 1, paragraph 2., amend to read:*

2. Are there any warnings activated indicating a vehicle or exhaust after-treatment system malfunctioning that cannot be resolve**d** by normal maintenance? (malfunction indication, engine service indication, etc?) If yes, the vehicle cannot be selected.

*Annex 4, Appendix 1, paragraph 1 3., amend to read:*

"3. **[Check reagent tank level (full / empty).]** Is there an indication of low reagent level after engine-on? If yes, the reagent should be filled, or the repair executed before the vehicle is used for testing."

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

 18. **S**electable mode(s) used during the TA tests (pure ICE) or for charge sustaining test (NOVC-HEV, OVC-HEV, NOVC-FCHV).

19. **S**electable mode(s)used during the TA tests for charge depleting test (OVC-HEV).

*Annex 5, paragraphs 2.3. and 2.4. amend 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 "neutral" 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 "neutral" or "parking"/”park”.