

21 March 2022

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## **Agreement**

### **Concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations\***

(Revision 3, including the amendments which entered into force on 14 September 2017)

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#### **Addendum 82 – UN Regulation No. 83**

#### **Revision 5 - Amendment 13**

Supplement 13 to the 07 series of amendments – Date of entry into force: 7 January 2022

#### **Uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements**

This document is meant purely as documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2021/70.



**UNITED NATIONS**

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\* Former titles of the Agreement:

Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version); Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 5 October 1995 (Revision 2).



*Appendix 6*

*Paragraph 6.2.*, delete second subparagraph and amend to read:

"6.2. The manufacturer shall demonstrate that use of the sensors referred to in paragraph 6.1. above and any other sensors on the vehicle, results in the activation of the driver warning system as referred to in paragraph 3. above, the display of a message indicating an appropriate warning (e.g. "emissions too high - check urea", "emissions too high – check AdBlue", "emissions too high - check reagent"), and the activation of the driver inducement system as referred to in paragraph 8.3. below, when the situations referred to in paragraphs 4.2., 5.4. or 5.5. above occur.

For the purposes of this paragraph these situations are presumed to occur if the applicable NOx OBD threshold limit of the tables set out in paragraph 3.3.2. of Annex 11 to this Regulation is exceeded.

The NOx emissions during the test to demonstrate compliance with these requirements shall be no more than 20 per cent higher than the above threshold."

*Annex 4a - Appendix 7b*

*Paragraph 2.1.*, amend to read:

"2.1. WLTP Road Load calculation of the vehicle

The WLTP Road Load of the vehicle shall be determined according to UN GTR No. 15 Annex 4 or in case the vehicle is part of an interpolation family, according to Annex 7 point 3.2.3.2.2. "Road Load calculation for an individual vehicle" considering as input parameters of the individual vehicle:

- (a) The Test Mass of the vehicle,<sup>1</sup> fitted with its standard equipment;<sup>1</sup>
- (b) The RRC value of the applicable tyre energy class according to Table A4/2 of UN GTR No. 15 Annex 4 or, if the tyres on the front and rear axles belong to different energy efficiency classes, the weighted mean using the equation in paragraph 3.2.3.2.2.2.3. of Annex 7 to UN GTR No. 15;
- (c) The aerodynamic drag of the vehicle fitted with its standard equipment.<sup>1</sup>"

*Paragraph 2.2.4. subparagraph (a) (iv)*, amend to read:

"(iv) Effect of different tyre tread depth:

$$F_{0n} = F_{0n}^3 - TTD$$

Where the factors *TTD* in the formula are as defined in point 2.2.2."

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<sup>1</sup> As defined in UN GTR No.15