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Item 4.9.7 of the provisional agenda

1958 Agreement:

Consideration of draft amendments

to existing UN Regulations submitted by GRPE

Proposal for Supplement 10 to UN Regulation No. 101 (CO₂ emission/fuel consumption)

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 seventy-sixth session (ECE/TRANS/WP.29/GRPE/77, para. 13). It is based on ECE/TRANS/WP.29/GRPE/2018/17. 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 2018 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21, Cluster 3.1), 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.

Supplement 10 to UN Regulation No. 101 (CO₂ emission/fuel consumption)

Annex 10

Add a new paragraph 1.2.:

"1.2. Alternative procedure

As an alternative to the procedure set out in this Annex, the manufacturer may use the results determined by the WLTP procedure, described in Appendix 1 to Annex 6 of the UN GTR No. 15, Amendment 4.

In this case, the following additional provisions apply:

- (a) At the request of the manufacturer and with the agreement of the responsible authority, the Extra High phase may be excluded for determining the regenerative factor K_i for Class 2 and Class 3 vehicles.
- (b) Instead of the criterion described in paragraph 2.2. of this Annex the criterion shall be based on the WLTP test mass: The test mass of each vehicle in the family must be less than or equal to the test mass of the vehicle used for the K_i demonstration test plus 250 kg.
- (c) Additive or multiplicative K_i is valid and is to be applied accordingly."
