

24 June 2018

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)

Addendum 100 – UN Regulation No. 101

Revision 2 – Amendment 5

Supplement 10 to the original version of the Regulation – Date of entry into force: 28 May 2019

Uniform provisions concerning the approval of passenger cars powered by an internal combustion engine only, or powered by a hybrid electric power train with regard to the measurement of the emission of carbon dioxide and fuel consumption and/or the measurement of electric energy consumption and electric range, and of categories M₁ and N₁ vehicles powered by an electric power train only with regard to the measurement of electric energy consumption and electric range

This document is meant purely as documentation tool. The authentic and legal binding texts is: - ECE/TRANS/WP.29/2018/149.



UNITED NATIONS

* 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).

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."
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