6.2. Calculation Procedure for /U NG/biomethane- and FC- vehicles:

6.2.1. "Nominal" Range:

The calculation of a nominal driving range ($R_{nominal}$) in km considering tank capacity according manufacturer specification (C_{Tank}) in kg [illegible] over the average energy consumption values in kg/100km [illegible] from laboratory measurements in default- ($FC_{WLTC\_cold\_def}$), warm- ($FC_{WLTC\_warm\_def}$) and BAB-cycle, conducted in GNT_WLTC+_[illegible]s described in the following formula:

$$R_{nominal} = \frac{C_{Tank}}{1/_3 \times (EC_{WLTC\_def} + EC_{WLTC\_warm} + BAB)} \times 100 \quad [\text{km}]$$

6.2.2. “Real-World” Range:

The calculation of a real world driving range ($R_{real\ world}$) in km considering tank capacity according manufacturer specification (C_{Tank}) in kg [illegible] over the average v[illegible]consumption values in kg/100km [illegible] from PEMS-measurement in default- ($FC_{PEMS,def}$), eco- ($FC_{PEMS,eco}$) and heavy-condition ($FC_{PEMS,heavy}$), conducted in ***GNT_PEMS+_***[illegible] s described in the following formula:

$$R_{real\ world} = \frac{C_{Tank}}{1/_3 \times (FC_{PEMS+cold} + FC_{PEMS,eco} + FC_{PEMS,heavy})} \times 100 \ [\text{km}]$$

6.2.3. "Worst-Case" Real-World Driving Range:

The calculation of the worst case driving range ($R_{worst\ case}$) is described, taking the lowest driving range from the calculated ranges based on the v[illegible]consumption (in kg/100km) from the laboratory tests BAB (FC_{BAB}, GNT_WLTC+_[illegible] WLTC in cold ambient conditions ($FC_{WLTC,CAT}$, GNT_WLTC+[illegible] and the gas [illegible] consumption in [illegible] [illegible]

$R_{[illegible]} = \frac{[illegible]}{[illegible]} \times 100$ [km]

$R_{[illegible]} = \frac{[illegible]}{[illegible]} \times 100$ [km]

$R_{[illegible]} = \frac{[illegible]}{[illegible]} \times 100$ [km]

$R_{[illegible]} = \min([illegible], [illegible], [illegible])$ [km]

6.3. Calculation Procedure for LPG- vehicles:

6.3.1. "Nominal" Range:

The calculation of a nominal driving range ($R_{nominal}$) in km considering tank capacity according manufacturer specification (V_{Tank}) in litres over the average energy consumption values in l/100km from laboratory measurement in WLTC default- ($FC_{WLTC\_cold\_def}$), warm- ($FC_{WLTC\_warm\_def}$) and BAB-cycle, conducted in ***GNT_WLTC+_Test_Procedure***, is described in the following formula:

$$R_{nominal} = \frac{V_{Tank}}{1/4 \times (EC_{WLTC\_def} + EC_{WLTC\_warm} + BAB + EC_{WLTC\_def\_rep})} \times 100 \text{ [km]}$$

6.3.2. "Real-World" Range:

The calculation of a real world driving range ($R_{real\ world}$) in km considering tank capacity according manufacturer specification (V_{Tank}) in liters over the average fuel consumption values in l/100km from PEMS-measurement in default- ($FC_{PEMS,def}$), eco- ($FC_{PEMS,eco}$) and heavy-condition ($FC_{PEMS,heavy}$), conducted in ***GNT_PEMS+_WG***, is described in the following formula:

$$R_{real\ world} = \frac{V_{Tank}}{1/4 \times (FC_{PEMS+cold} + FC_{PEMS+cold\_rep} + FC_{PEMS,eco} + FC_{PEMS,heavy})} \times 100 \text{ [km]}$$

6.3.3. "Worst-Case" Real-World Driving Range:

The calculation of the worst case driving range ($R_{worst\ case}$) is described, taking the lowest driving range from the calculated ranges based on the fuel consumption (in l/100km) from the laboratory tests BAB (FC_{BAB}, ***GNT_WLTC+_WG***), WLTC in cold ambient conditions ($FC_{WLTC,CAT}$, ***GNT_WLTC+_CAT***) and the fuel consumption in l/100km from PEMS measurement in heavy-conditions ($FC_{PEMS,heavy}$, ***GNT_PEMS_+_WG***):

$$R_{BAB} = \frac{V_{Tank}}{FC_{BAB}} \times 100 \quad \text{[km]}$$

$$R_{WLTC,CAT} = \frac{V_{Tank}}{FC_{WLTC,CAT}} \times 100 \quad \text{[km]}$$

$$R_{PEMS,heavy} = \frac{V_{Tank}}{FC_{PEMS,heavy}} \times 100 \quad \text{[km]}$$

$$R_{worst\ case} = \min(R_{BAB}, R_{WLTC,CAT}, R_{PEMS,heavy}) \quad \text{[km]}$$