

LDV Real Driving Emissions:

RDE Data Evaluation Task Force Audio-web – October 24, 2014

- **1. Legislation drafting and contents of first package in relation with data evaluation (DG ENTR)**
- **2. Additional trip indicators (ACEA, TUG)**
- **3. EMROAD fine tuning - Coverage (JRC)**
- **4. Drafting work for Appendices 5, 6, 7**
- **5. Reporting of DE Task Force findings and next steps**

Agenda point 1



Item 1. - TRIP REQUIREMENTS FOR PEMS TESTING (section 6) and OPERATIONAL REQUIREMENTS FOR PEMS TESTING (section 7)

- **These are not the “boundary conditions” but the elements (requirements or recommendations) which make the test meaningful and the evaluation possible.**
- **Under “trip requirements”**
 - **The percentages of urban, rural and motorway – They shall help to achieve the vehicle speed coverage (EMROAD) and to fill in the power bins (CLEAR) with a sufficient number of emissions events corresponding to the driving situation**
 - **Ex-ante trip proposal based on maps, to ensure the correspondence between the geography and the driving dynamics**
 - **Ex-post verification using the 60/90 rule**
 - **The road grade recommendations – This should limit the ex-post invalidation of routes by the data evaluation methods.**

Agenda point 1



Item 1. - TRIP REQUIREMENTS FOR PEMS TESTING (section 6) And OPERATIONAL REQUIREMENTS FOR PEMS TESTING (section 7)

- **These are not the “boundary conditions” but the elements (requirements or recommendations) which make the test meaningful and the evaluation possible.**
- **Under “operational requirements”**
 - **The idling recommendations / requirements – They are meant to prevent any modification of the vehicle conditioning during the test (e.g. to prevent a second ‘cold start’)**
 - **None of the data evaluation methods see these ‘excessive’ stand still phases**
 - **The influence of idling emissions upon the total emissions is a separate topic. Both data evaluation methods are not fully aligned (yet) in that respect.**

Item 2. - ADDITIONAL INDICATORS

- **The objective of the additional indicators is to reinforce the robustness of the data evaluation methods, i.e. to identify situations which are not “normal conditions of use” (excessive micro-transients, mis-use of gear shifting, excessive smooth driving at constant speeds) and could potentially not be “caught by the data evaluation methods. .**
- **Status**
 - **Definitions (and recommended ranges) will be provided in Appendix 7**
 - **Calculation and reporting is mandatory during the reporting and monitoring phase**
 - **Such elements could help to fine tune the data evaluation methods during the revision of the technical elements.**

Agenda point 5



Reporting and Next Steps

- **Completion of appendices 5 to 7**
- **Executive summary (and later on report) to support the technical proposals made by the DE Task Force**
- **Next face to face meeting: November 26 OR 27 (Tentative)**