



Brussels, 27 May 2015

**RDE data evaluation task force, audio/web meeting of 27 May 2015:**

**Summary of discussions**

Three presentations given by the JRC, TUG and have summarised the state of play for the development of complementary dynamical boundary conditions for RDE testing, after a few weeks' moratorium of meetings due to the political decision process.

The following has been agreed:

- Preparation of first “skeleton” of a legal text for complementary dynamical boundary conditions by JRC until next meeting of the task force. Structure: requirements essentially to be integrated into Annex IIIa (with specific technical appendices if needed), requirements should be independent of the data evaluation method. The objective is to present a first draft of this legislation at the TCMV meeting on 1 July (for discussion, not for vote).
- JRC and stakeholders to examine whether for the assessment of certain driving characteristics (section 6 of Annex IIIa: average speed range, stop durations) the attribution to u/r/m driving should be done on a map rather than on a speed basis. The solution must be suitable for practical application at type approval. Depending on the result the quantitative values of the respective parameters may be revised, a decision has to be taken by beginning of September at latest to be included in the 2<sup>nd</sup> regulatory RDE package.
- Cold start and regeneration events will be included into the RDE assessment. However, this is not a high priority for the 2<sup>nd</sup> regulatory RDE package and may be done only with the 3<sup>rd</sup> regulatory RDE package, depending on the political decision process. JRC will start working on these topics during the next few weeks.
- A recent study performed by ICCT raises some question on the setting of parameters (i.e. minimum positive acceleration considered for determining the values of the 95%tile for  $v \cdot a$ , minimum value for RPA) of the complementary dynamical boundary as derived from the WLTP database and suggested by TUG. The situation will be clarified by the three experts involved. The different conclusions may be due to different datasets used for the analysis (WLTP database and TUG PEMS data on the one hand and Emission Analytics PEMS data on the other hand). They will report to the next RDE data evaluation task force about their findings.

- At the next meeting of the RDE data evaluation task force ACEA will make a new proposal on how to integrate further trip requirements, related e.g. to the road slope and maximum positive altitude difference, in the PEMS process.
- Next audio/web meeting of the RDE data evaluation task force on 15 June, 9:00 – 12:00
- Next tentative meeting of the RDE-LDV working group (f2f) on 25 June (all day)