



**EUROPEAN COMMISSION**  
ENTERPRISE AND INDUSTRY DIRECTORATE-GENERAL

Sustainable Growth and EU 2020  
**Sustainable Mobility and Automotive Industry**

Brussels, 18 August 2015

Dear All,

I would like to invite you to a meeting of the RDE Data Evaluation Task Force, which will take place on 19 August 2015 from **14:00 – 17:00** as an audio/web conference, for connection details please see <https://circabc.europa.eu/w/browse/597724b7-3456-4691-ae71-f4b229b17e64> (Circabc folder Library > general documents > administrative).

At the meeting the various issues of the last RDE Data Evaluation Task Force of 29 July will be followed up, see summary below.

Summary of the 19-08-2015 meeting conclusions:

TUG has presented a first proposal on how the "transfer functions" proposed by ACEA at the last RDE data evaluation task force meeting could be determined (presentation is uploaded to Circabc), which was well-received. The Commission representative raised two main concerns:

- 1) Regardless of its technical merits even with very optimistic assumptions the development of "transfer functions" and their inclusion in the 2<sup>nd</sup> RDE package would delay the possible vote on this legal package by at least 3 months. Such vote would therefore be possible at earliest in the first few months of 2016, which is a significant deviation from the mandate given to the Commission services at the last TCMV of July 2015. The inclusion of the "transfer functions" into the 2<sup>nd</sup> RDE package is therefore also highly political and TCMV will have to be consulted on this element.
- 2) The proposal of TUG for identifying and quantifying the concrete parameters in which future RDE NTE emission limits should depend relies largely on the analysis of existing vehicle data and therefore bears the risk that existing shortcomings of calibration of the NOx emission control are "preserved" in the future because the legislation would implicitly acknowledge them. Therefore and such parameter identified by a statistical analysis of existing vehicle data needs to be considered with great care, has to be discussed by experts and its effect on emission control has to be verified by simulations. The objective of these discussions and simulations would be to distinguish whether the effect is due to "basic physics" (e.g. highly transient driving, the emissions of which are more difficult to control) or lack of calibration due to the existing weak test procedures (e.g. switching off of the EGR at high speeds). It should also be noted that all parameters identified in this process must still be revised politically, e.g. a certain (probably weak) dependence of emission control on the ambient temperature due to lower SCR temperatures may be justified by "basic physics", but a transfer function depending on the ambient temperature may still not be acceptable for northern countries (because for them a more severe NTE emission limit at high

ambient temperatures would not compensate a less severe NTE emission limit at low ambient temperatures, albeit this may be true for the EU on average).

The Commission representative also emphasised that he fully supports a further continuation of the work by TUG on "transfer function". But the Commission cannot finance this work and at this stage will not take a commitment that it will be included in its regulatory proposal. In any case, the technical process has to be fully transparent and under the responsibility of the RDE data evaluation task force, if it should have any chance of success.

It appeared as well that, in particular if "transfer functions" are going to be implemented, the accuracy of the GPS speed signal at PEMS trips most probably is not sufficient. will develop a proposal on how the measurement of the speed signal can be improved, e.g. by using optical wheel methods. The best way forward is probably to define accuracy criteria in the legislation, which could then be met by different methods to be chosen by the testing party (e.g. using optical wheels).

The next RDE data evaluation task force will take place on 14 September as a face-to-face meeting (with the possibility of audio/web participation) in Brussels.