

AECC Technical Seminar on Real-Driving Emissions of Particles (RDE PN)

Diamant Conference Centre, Brussels

4 July 2016



Association for Emissions Control by Catalyst AISBL

Association for Emissions Control by Catalyst (AECC) AISBL

AECC members: European Emissions Control companies



Johnson Matthey



Exhaust emissions control technologies for original equipment, retrofit and aftermarket for all new cars, commercial vehicles, motorcycles and non-road mobile machinery.



Association for Emissions Control by Catalyst AISBL

29 April 2015 - AECC Technical Seminar on RDE



Association for Emissions Control by Catalyst AISBL

Agenda

09:50 Mr Dirk Bosteels, AECC

Welcome and introduction*

**10:00 Mr Thomas Henrichs, European
Commission DG-Environment**

Clean Air Programme for Europe – an update

**10:30 Mr Alessandro Marotta, European
Commission DG-Growth**

The third RDE legislative package

11:00 Ms Cécile Favre, AECC

*From DPF to GPF: the success story of particulate
filters*

11:30 Mr Greg Archer, T&E

How to avoid another emissions testing scandal?

12:00 Dr Joachim Demuynck, AECC

AECC project on real-world GDI PN Emissions

12:30 Q&A session

12:45 Networking Lunch

14:00 Mr Jon Andersson, Ricardo

*PN measurement experiences from 2016
AECC GDI project*

**14:30 Dr Francesco Riccobono, European
Commission Joint Research Centre**

*Conclusions of the inter-laboratory PEMS PN
comparison exercise*

15:00 Mr Joel Danzer, Horiba

Status of PEMS PN instruments

15:30 Dr Joachim Demuynck, AECC

The importance of tackling cold-start RDE

16:00 Q&A session

16:15 Networking Cocktail



AECC Position on RDE Package 3

- AECC test programmes show that both DPF and GPF gave real-world PN emissions below a Conformity Factor of 1.0 under the conditions tested.
- At this stage, for simplicity and transparency AECC supports the inclusion of cold-start emissions directly in the assessment of RDE emissions in the urban phase without weighing factors.
- To ensure a level playing field Light Commercial Vehicles should be treated equally to passenger cars.
- Hybrid electric vehicles should be tested for RDE with the battery at minimum state of charge as a first step as data is not yet available to justify a more complex procedure.