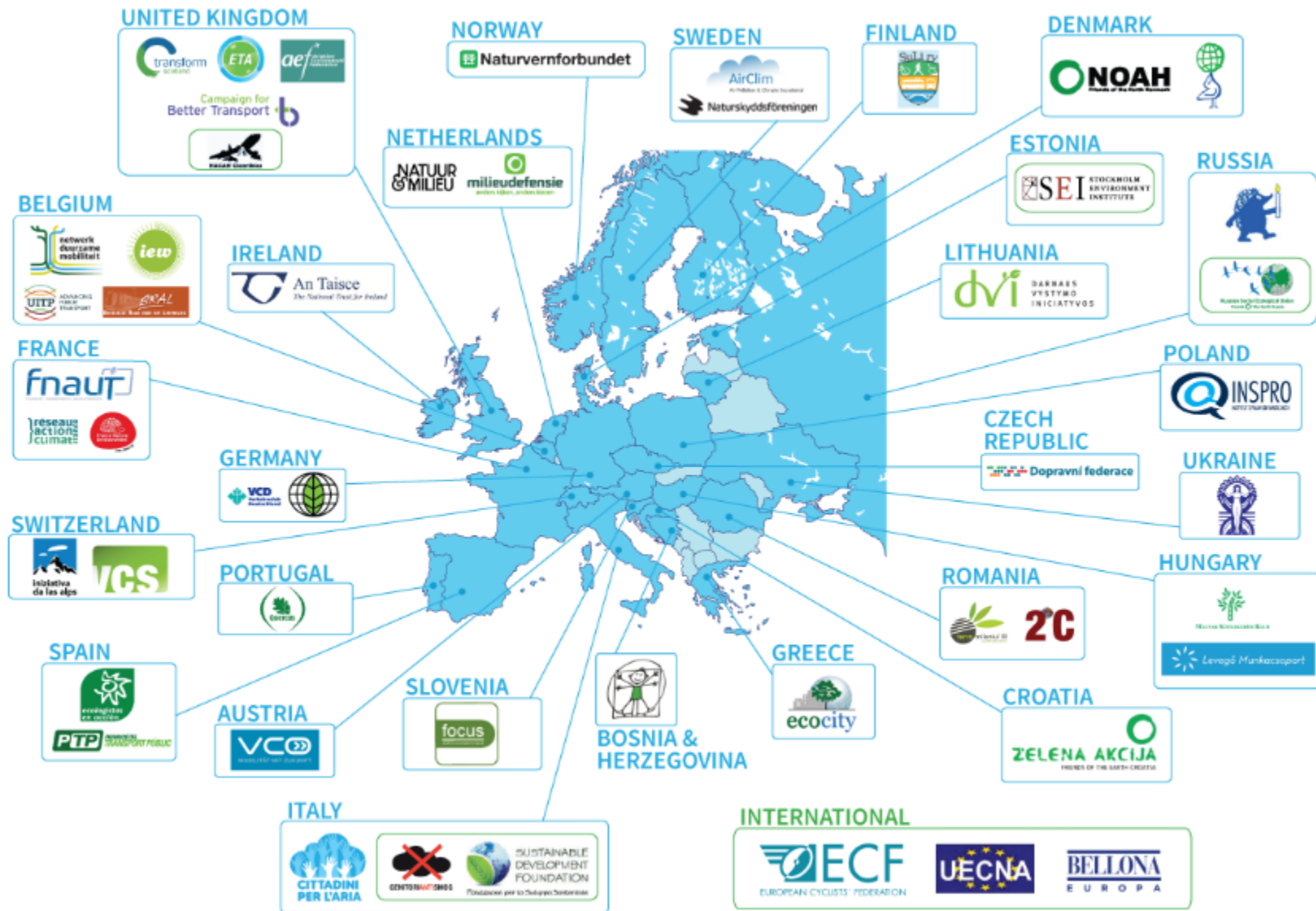


AVOIDING #GASOLINEGATE: HOW TO PREVENT ANOTHER TESTING SCANDAL

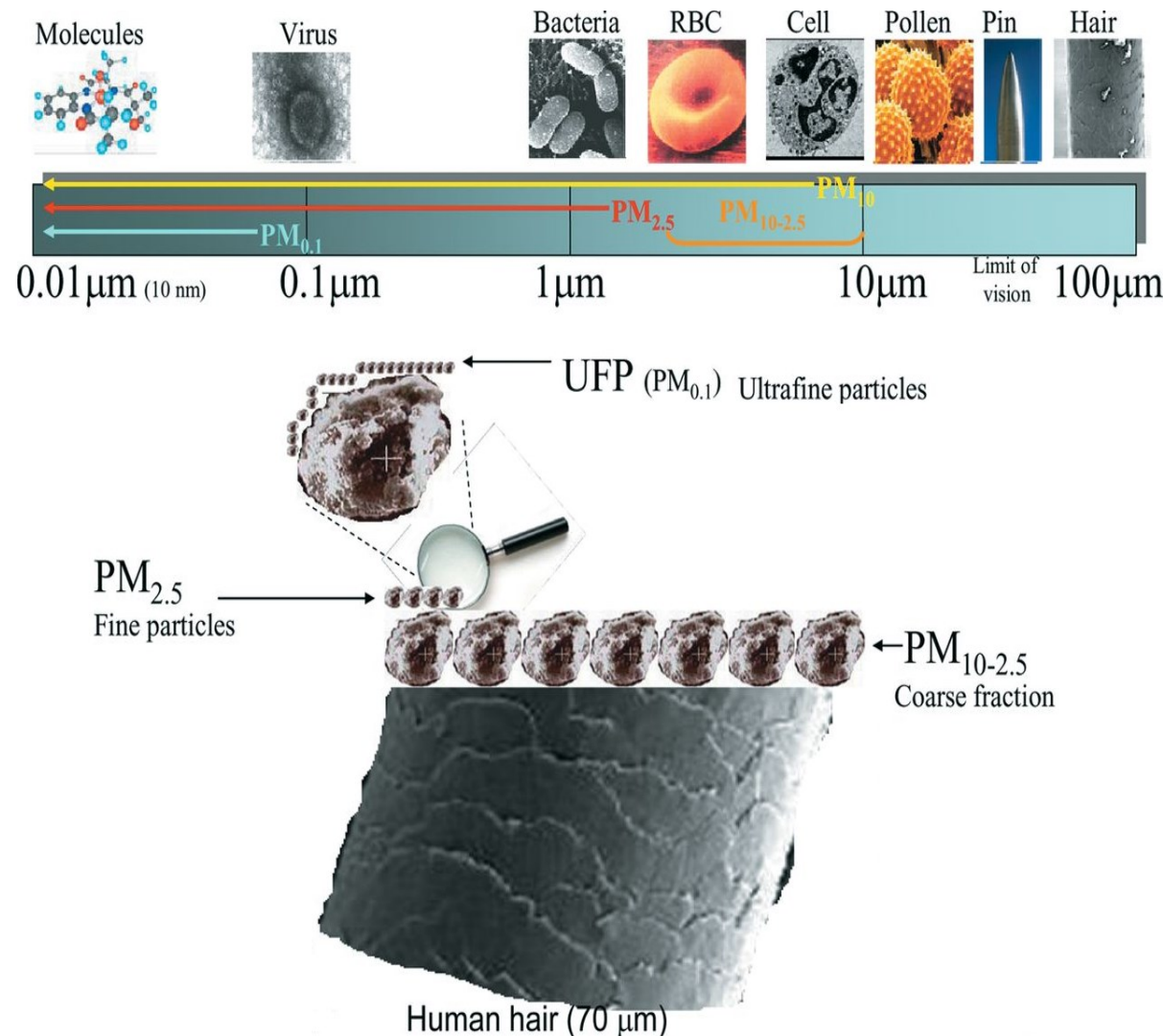
JUNE 22TH 2016

T&E: 27 COUNTRIES 50 MEMBER & SUPPORT GROUPS



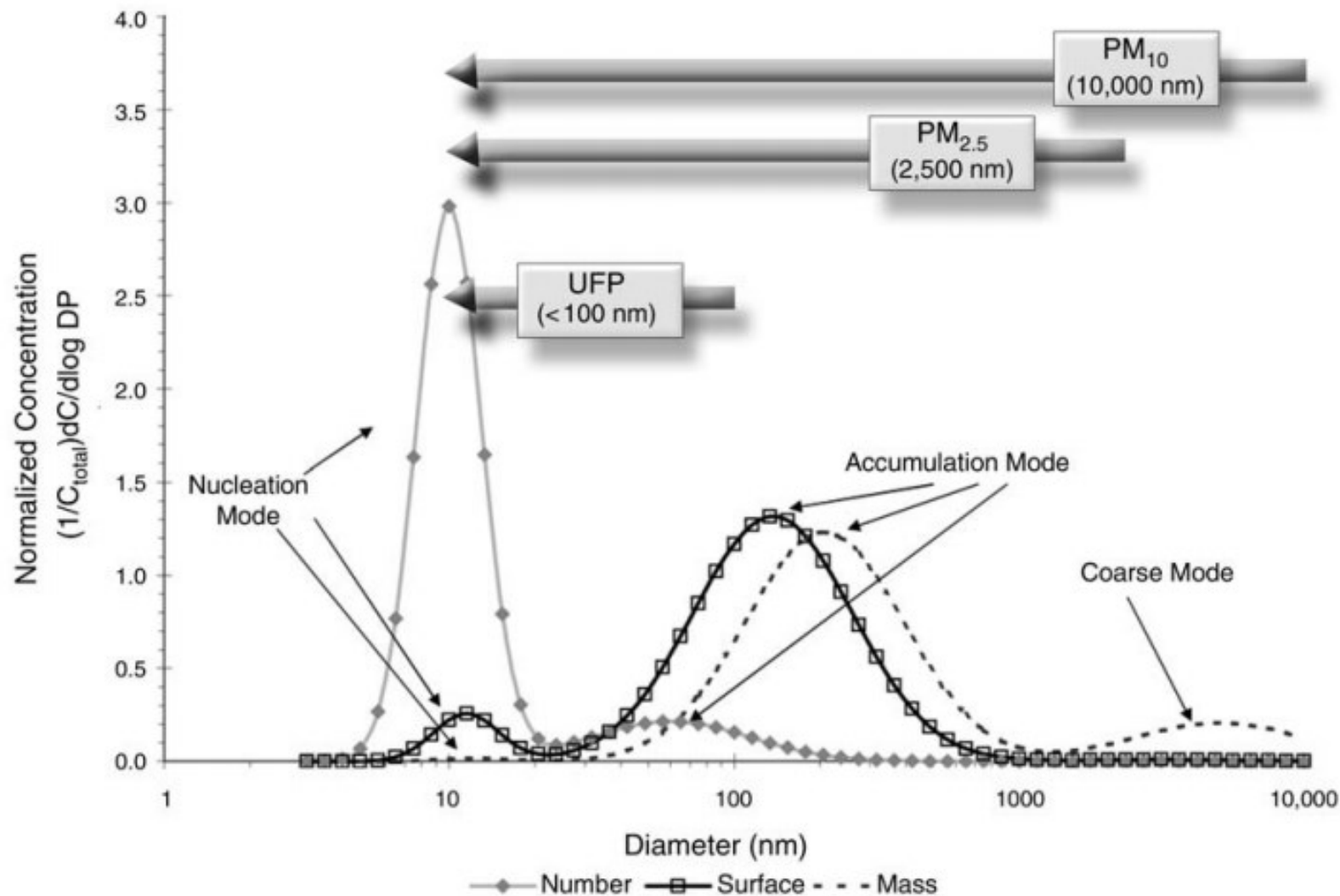
CONTENT

1. Why we need PN limits
2. GDI – the next dieselgate?
3. Why Phase 3 RDE doesn't measure PN appropriately
4. What is needed for Phase 3 RDE
5. Fixing Type Approval

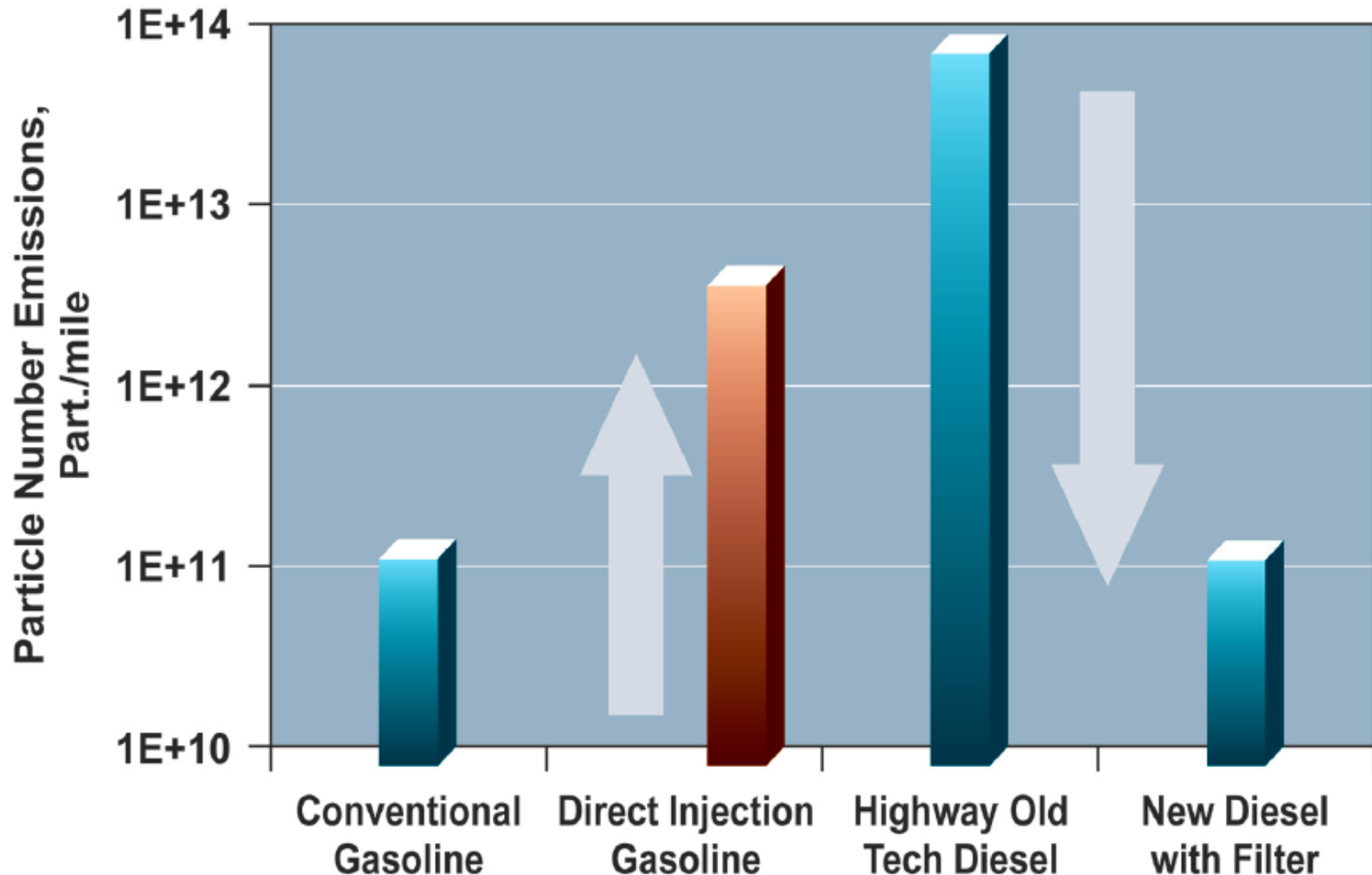


Adapted from <http://www.clinsci.org/content/115/6/175.figures-only>

ULTRAFINE PARTICLES ARE NOT DETECTED BY TRADITIONAL MASS MEASUREMENTS



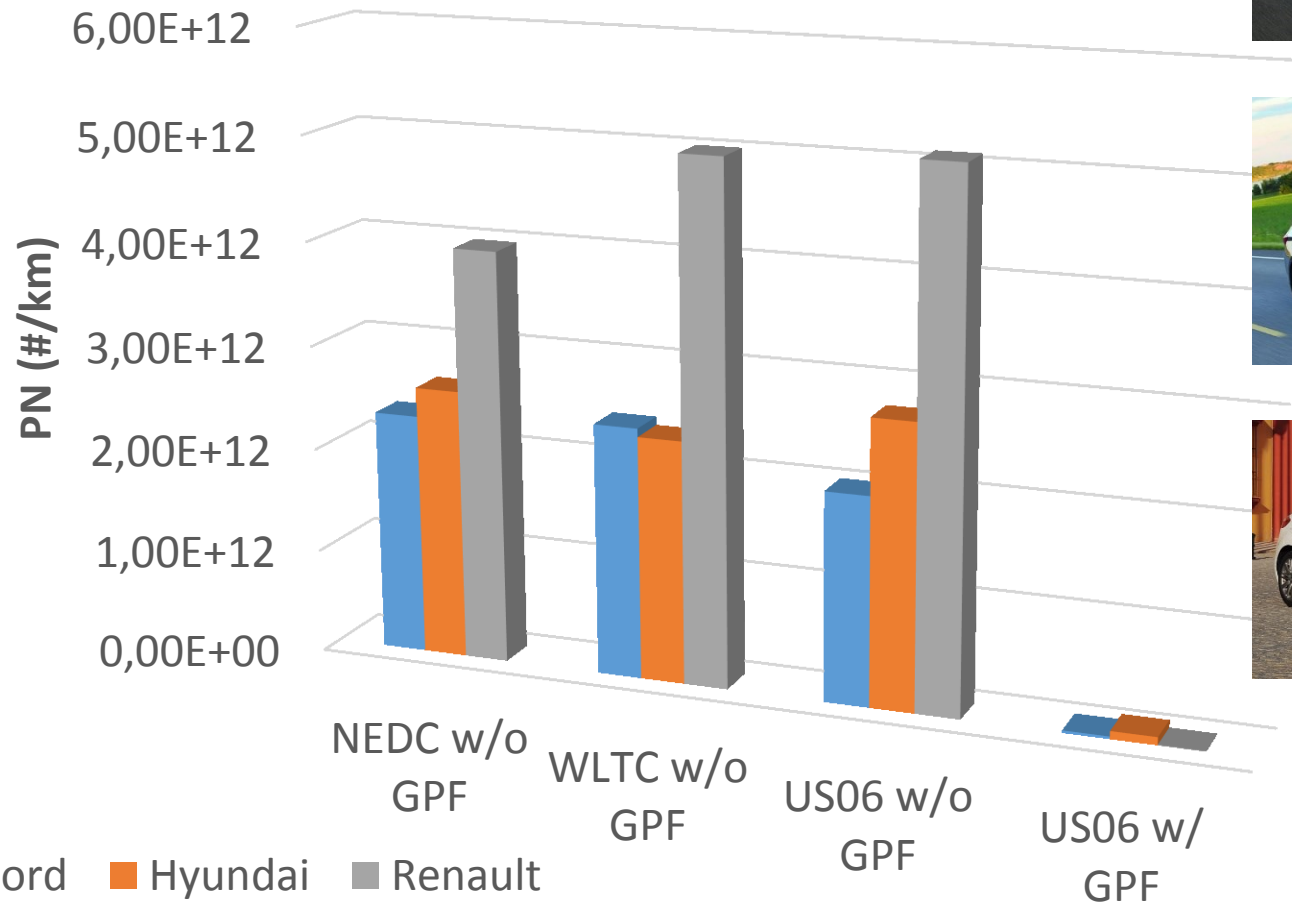
PN EMISSIONS FROM GDI ARE HIGHER THAN DIESEL WITH A DPF



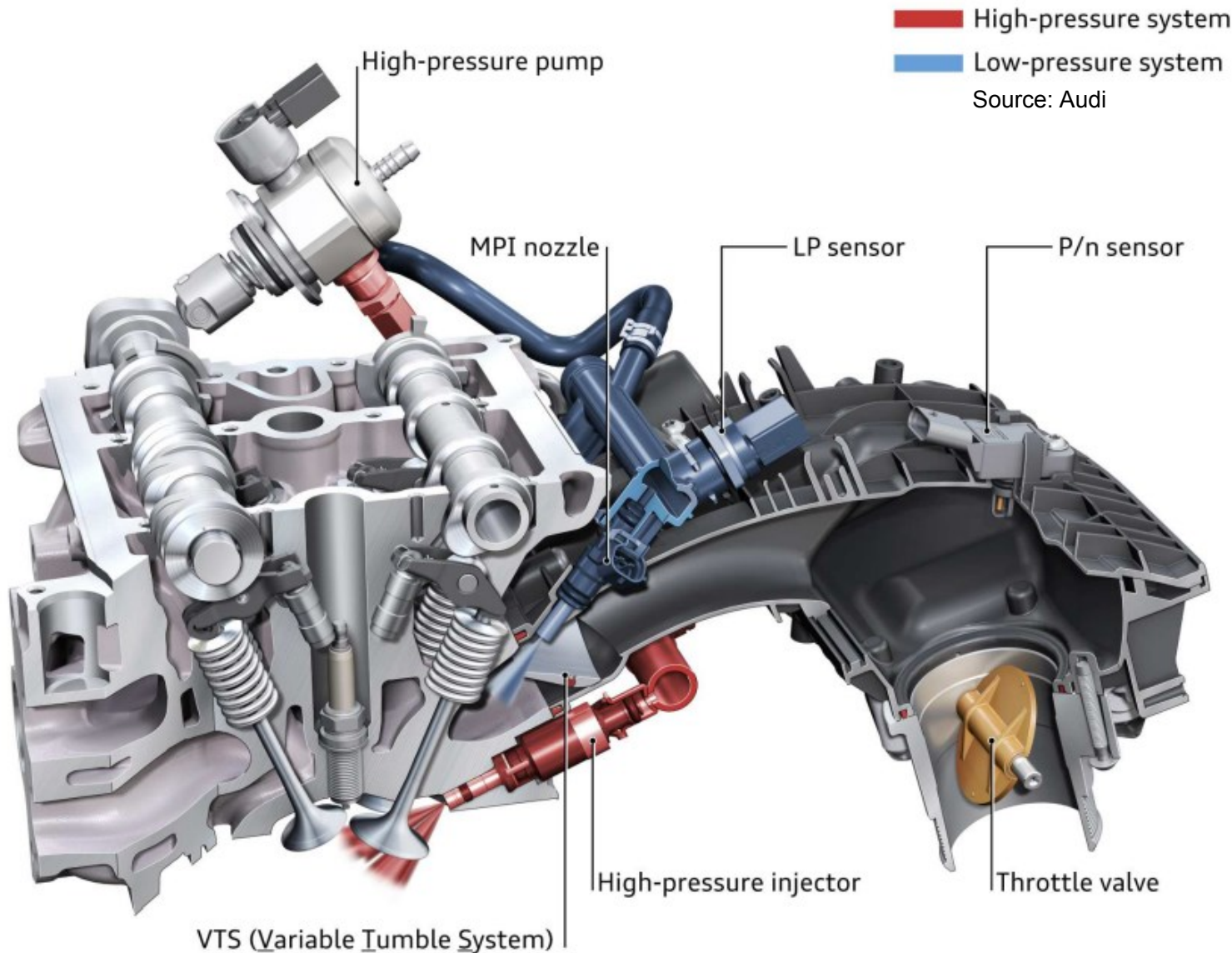
Source: SwRI

GPF IS ALREADY PROVING ITS EFFICIENCY, IS NEEDED URGENTLY

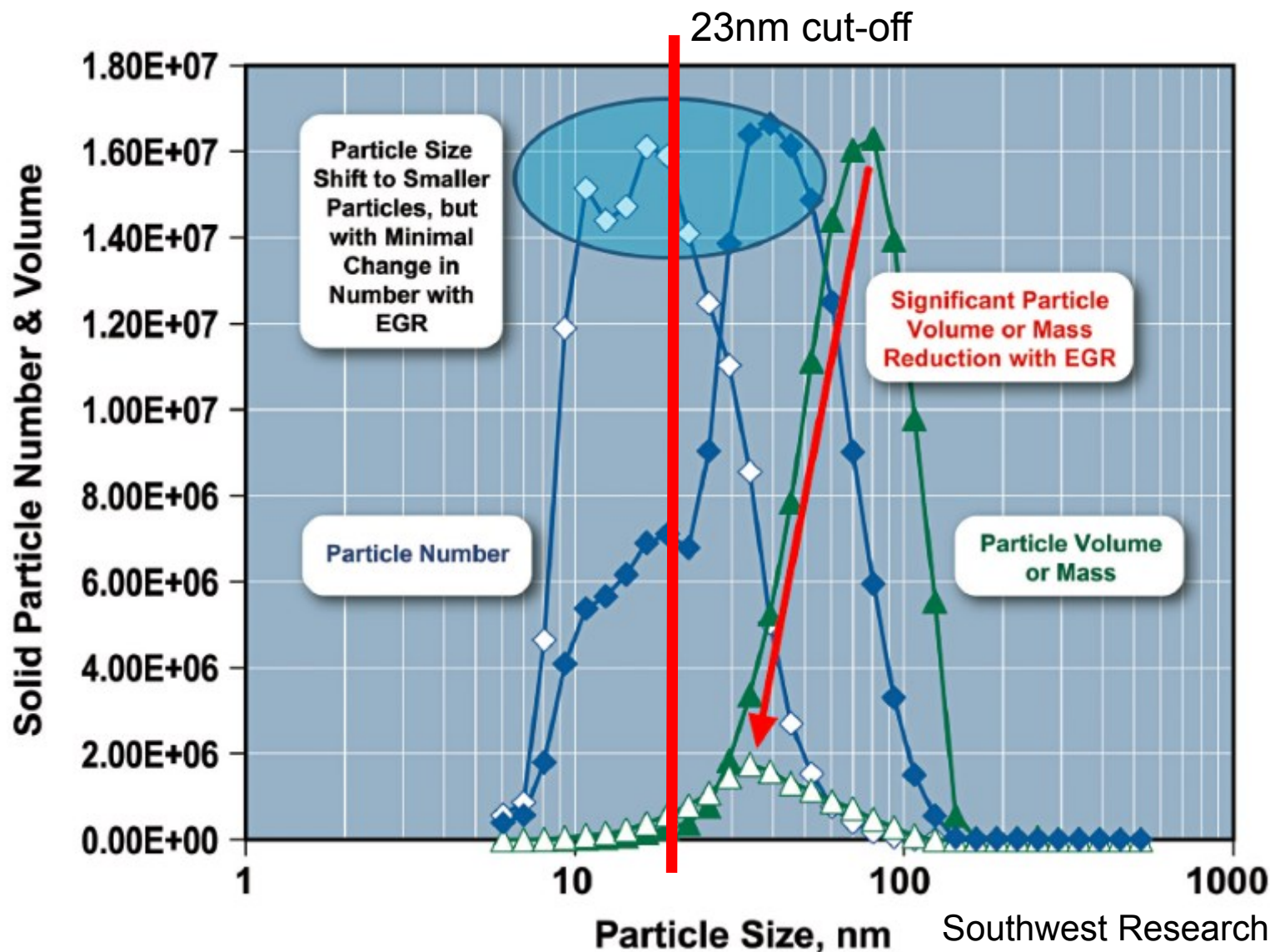
T&E-TÜV Nord GDI testing program



GDI EMISSIONS MANAGEMENT IS BECOMING INCREASINGLY COMPLEX



23NM PN CUT-OFF INNAPROPRIATE FOR MEASURING GDI EMISSIONS

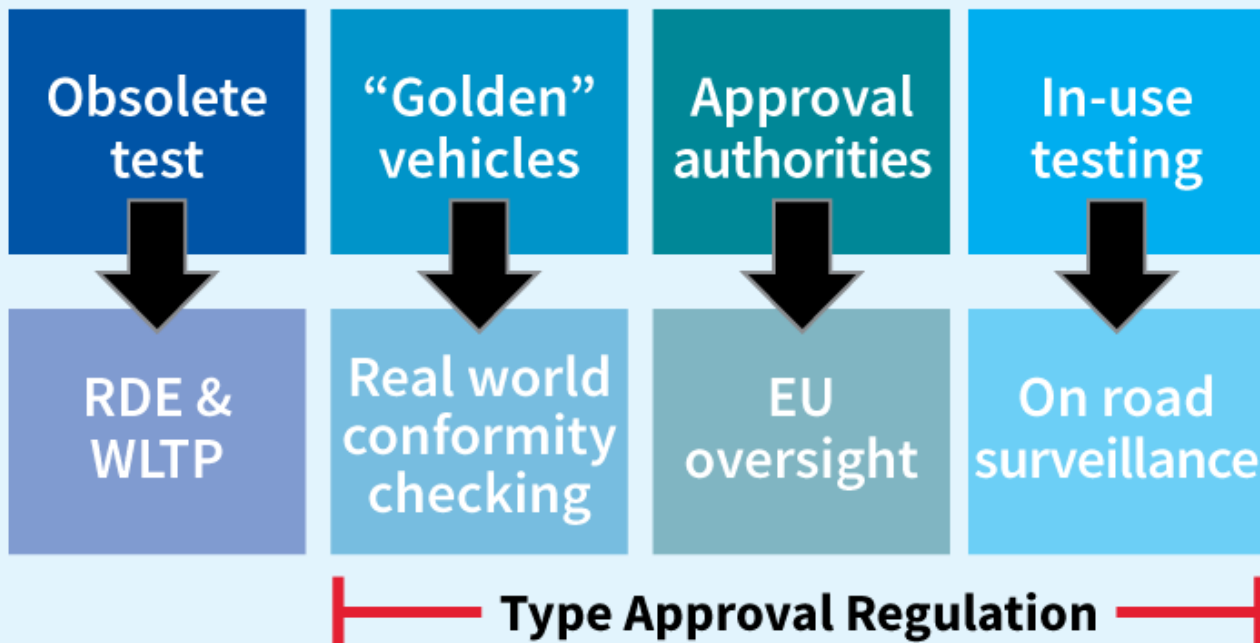


PHASE 3 RDE: THE REMAINING ISSUES



BETTER TESTS ARE ONLY PART OF THE SOLUTION

All compliance checking sits with EU Type Approval legislation



4 TRIC(K)S TO STRENGTHEN TYPE APPROVAL

Transparency

Resourced &
Rigorous

Independent

Consistent

KEY MESSAGES

- 1** GDI complexity points to a future #gasolinegate scandal - any GDI vehicles without a GPF filter require intense scrutiny during type approval
- 2** The cut-off for PN instruments must be reduced to <10nm
- 3** Better tests are only part of the solution – type approval must be independent, rigorous, consistent & transparency

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