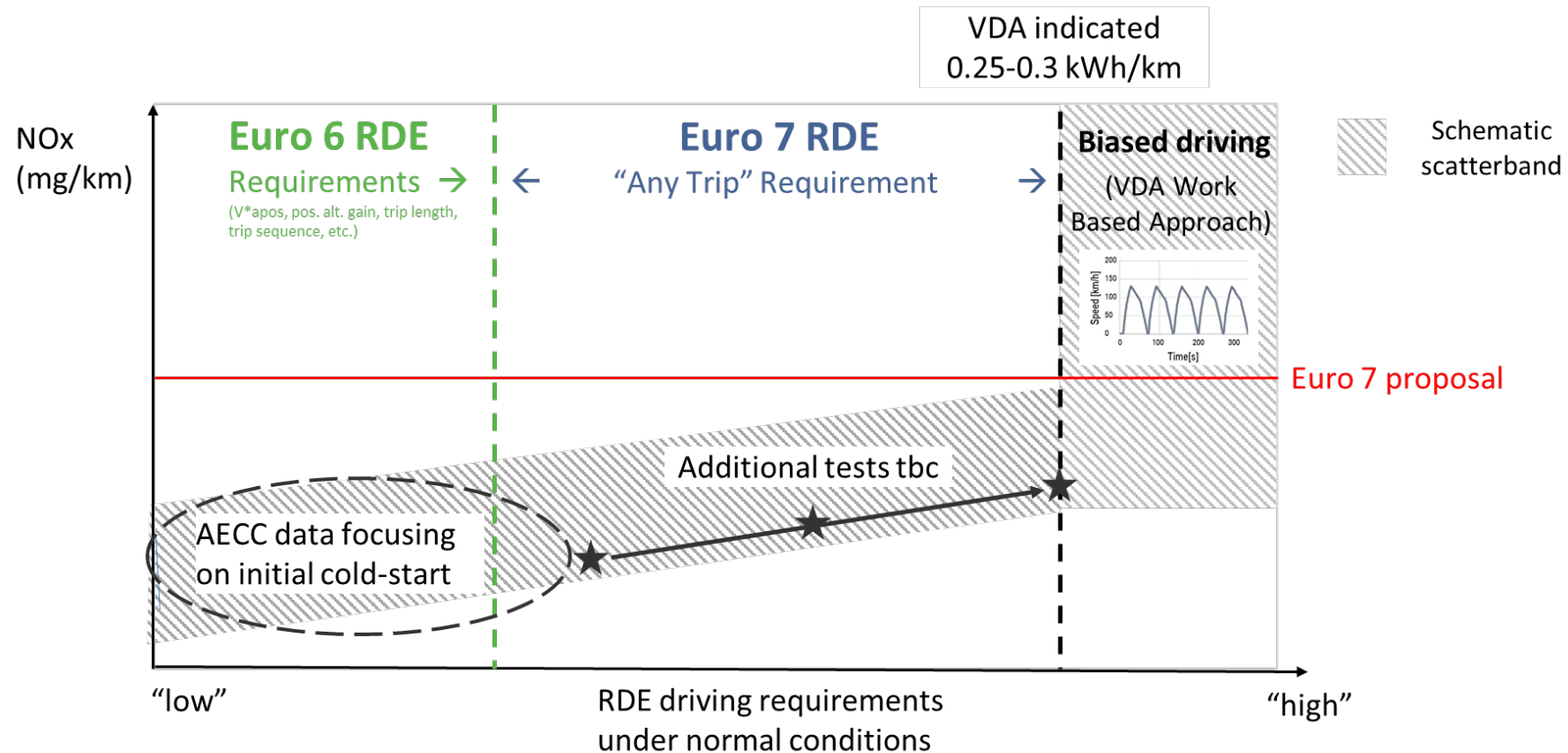


Data on LD biased driving

7 June 2023 • AGVES meeting

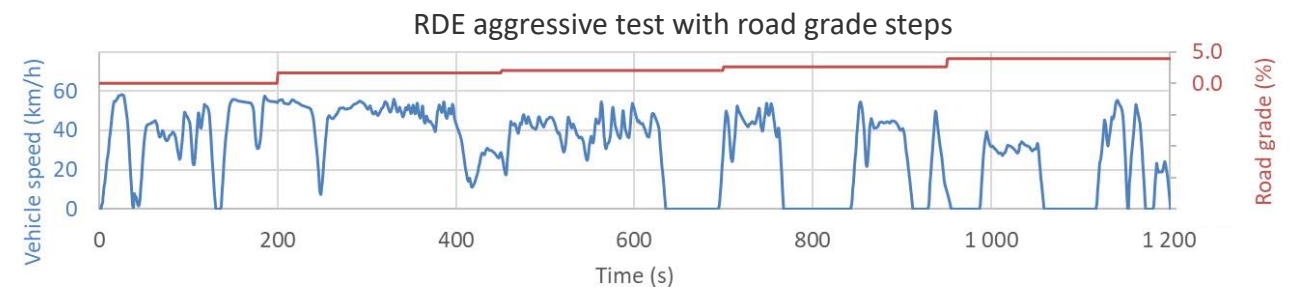
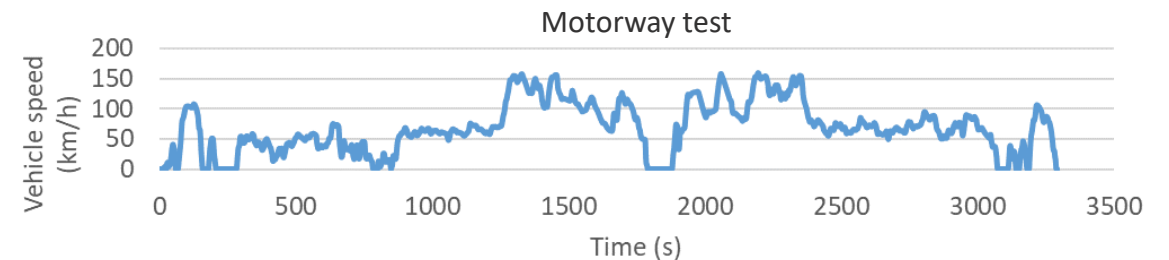
Definition of biased driving is under consideration

- Not representative for normal driving and could significantly increase emissions
- Extra normal tests on AECC LD gasoline demonstrator to assess the methodology



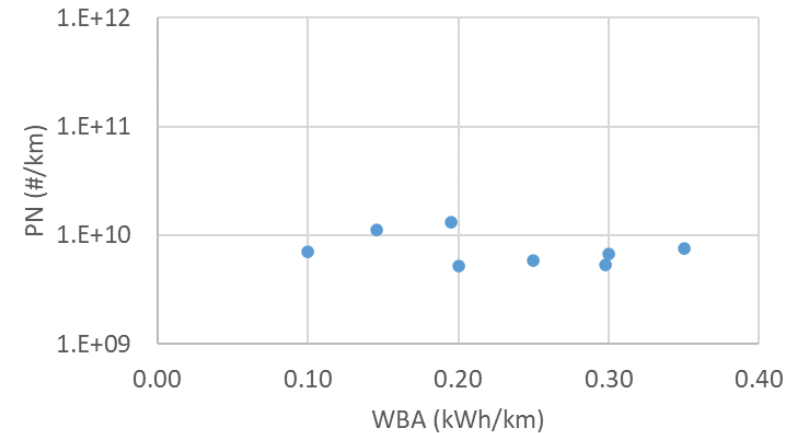
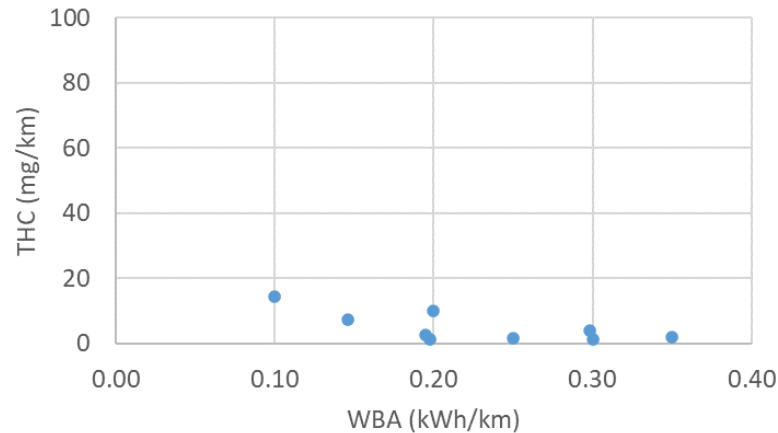
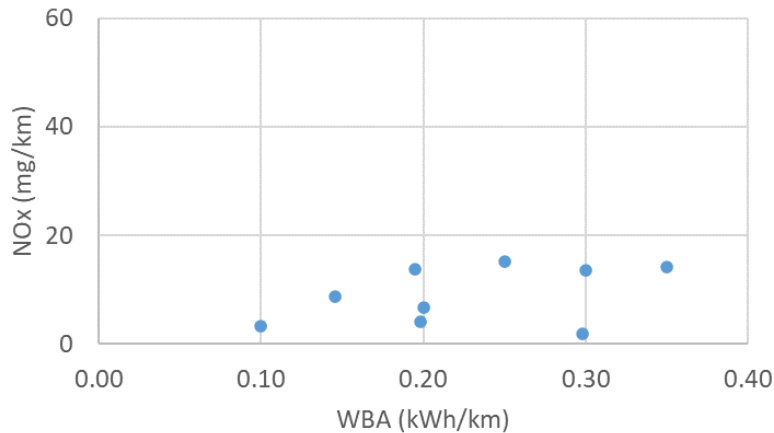
Assessment of Work Based Approach (WBA) methodology

- WBA value to be calculated for entire test
 - Range of WBA values in AECC database would be limited
 - Tests as of 2 km are valid for Euro 7
 - Sections of tests will be investigated
- Different sections in new data of AECC LD gasoline test programme are assessed
 - Motorway test
 - First 10 km of an RDE aggressive test with road grade steps below 5%
 - WBA ranges from 0.12 to 0.35 kWh/km
- Only warm operation is investigated, first 2 km after initial cold-start is covered by maximum average wheel power metric



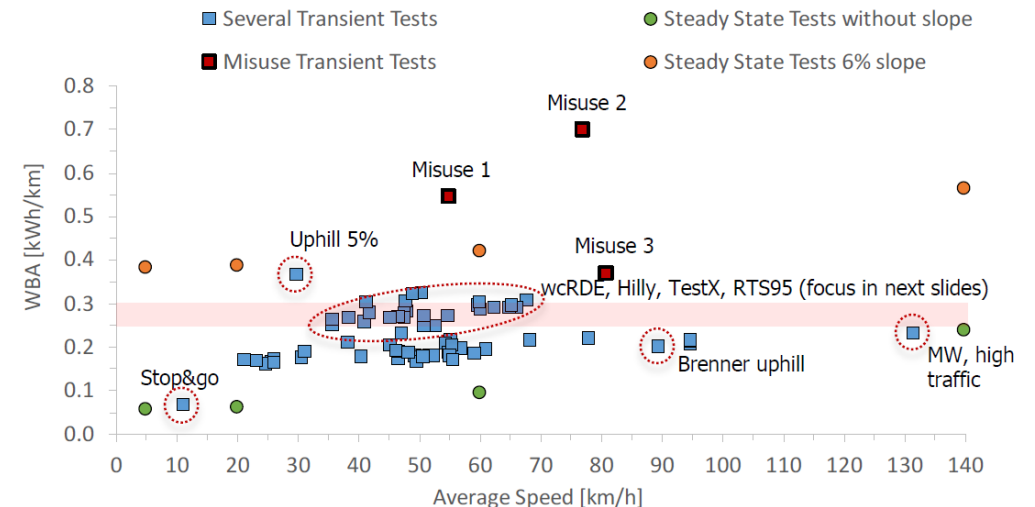
Overview of emissions as function of WBA value

- Tailpipe emissions under warm operation plotted
- Each dot represents a section of the motorway test or RDE aggressive test
- Data shows there is no impact by increasing WBA value within range tested



Conclusion from assessment of WBA methodology

- No impact observed on emissions in available data of AECC LD gasoline demonstrator under warm operation for WBA from 0.12 to 0.35 kWh/km
- AECC does expect effect of biased driving
 - Specific biased driving was not tested
 - Diesel NOx impact could not be assessed, no relevant data available from AECC LD diesel demonstrator
- AECC supports a definition to avoid misuse or abusive driving
 - The Work Based Approach seems a reasonable method
 - CLOVE data range presented to AGVES on 15 March indicates that a value of at least 0.3 kWh/km should be considered to avoid normal driving is excluded



THANK YOU



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AECC (Association for Emissions Control by Catalyst)



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