EU Vehicle Emission Testing Scheme
Lunch Briefing 1st June 2016, European Parliament

Technical Service - Presentations of status, experiences and view on emission measurements
**Emission Measurements and Type Approval in Future**

In order to raise the efficiency of the regulatory framework we point out:

- Type approval and emission measurements must be with fair competition and with equal conditions throughout Europe.

- Emission regulations will get more complex in future: new methods like RDE, new test cycle like WLTP, new calculation tools like COM2PAS will need increased resources (test equipment / experts) at all areas: competence is key.

- Independent Emission Competence at the Technical Service can be supported by more emission testing in the labs of Technical service.
Emission Testing on Chassis Dyno

- NEDC and WLTP tests: should be carried out 100% in labs of Technical Service (minimum 50%; 50% as witness tests at the manufacturer)

- CO₂-Emissions: CO2MPAS calculation should be done by Technical Service

- Coast Down Test should be done by Technical Service (at least 100% witness test)
Correlation Test PEMS vs. Chassis Dyno

- From Technical Service point of view should be mandatory
- Should be carried out 100% by Technical Service
- Is still necessary to get respect for RDE emission result
- Also necessary to prove out PEMS setup before RDE street test
Real Driving Emissions RDE

- From Technical Service view: this is the emission measurement method of future
- Broader boundary conditions than any test cycle: e.g.: temperature, road gradient, humidity, vehicle weight...
- Should be carried out 100% by Technical Service (no witness)
- Choice of route and driving behaviour by Technical Service
TÜV Hessen / Automotive

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Discussions are welcome
Thank you for your attention

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Technical Service for Type Approval

- Chassis Dynamometer advanced
- Heavy Duty Engine Test Bed
- Mobile/Portable Emission Measurement
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