EU fuel consumption testing: An overview of current problems and future solutions

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Everyone drives differently – BUT …
… overall we observe a clear trend!
Real-world fuel consumption – on average – is now about 40% higher than test results
The growing gap is a problem for consumers, society and manufacturers.
Main reason is increasing exploitation of flexibilities in the EU test procedure

VW Passat is shown only as an example – A similar increase was also found for other vehicle models of various manufacturers.
A “creative” interpretation of the coast down procedure explains part of the growing gap.
Coast down test data is publicly accessible in the U.S. but kept strictly secret in the EU.
The WLTP will bring some improvement ... ... BUT it will **not** be the ultimate solution
A new test procedure by itself will not be enough – in-use surveillance is important

Pre-production testing
Certificate of Conformity

Conformity tests
about 10% of vehicles

In-use verification
tests on random sample

In-use surveillance
random / selected sample

Selective Enforcement Audit +
Confirmatory Road Load Testing

Realistic testing means testing on the road – For air pollutants and fuel consumption

On-road test using PEMS

Laboratory test

Source for photos: AVL / ERMES
Vehicles shown on photos are not related to test results shown

http://www.theicct.org/use-emissions-testing-light-duty-diesel-vehicles-us
For more details: www.theicct.org

http://www.theicct.org/blogs/staff/trend-that-cant-continue-europes-car-co2-emissions-gap
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