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TNO report

TNO 2016 R10356

NO_x emissions of Euro 5 diesel vans – test results in the lab and on the road

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Contents

1 Introduction

This document contains results from emission tests, carried out by TNO in the period 2010-2015[1]. The specific focus is on NO_x emissions of Euro 5 light commercial vehicles (vans). The emission tests were carried out as part of a project conducted by TNO for the Dutch Ministry of Infrastructure and the Environment.

This report presents a detailed overview of test results for individual vehicles. With this report TNO intends to provide clarity and understanding on the measured data and what they do and do not imply. TNO and the Dutch Ministry of Infrastructure and the Environment aspire to provide maximum transparency on the information that feeds into policy decisions regarding air quality and emission legislation.

Overall results of the project have been published between 2010 and 2015 in the reports listed in chapter 7. The results presented in this report are fully consistent with results presented in previous reports.

A similar report on NO_x emissions of Euro 5 and Euro 6 passenger cars has been published in March 2016[2].

1.1 Objectives of the project

The project, of which the results are presented in this report, is one in a long sequence of projects, carried out by TNO for the Dutch government, to investigate the emission behaviour of road vehicles.

The primary purpose of these projects is to gain an understanding of the emissions of road vehicles in real-world situations under varying operating conditions. The results provide input for the process of establishing emission factors which are used in the Netherlands for policies at the national, regional and municipal level relating to air quality and overall emissions of air-polluting substances.

The insights obtained in the project furthermore serve as input for the activities of the Dutch government and the RDW[3] in the context of decision making processes in Brussels (European Commission) and Geneva (GRPE[4]) to improve emission legislation and the associated test procedures for light and heavy duty vehicles, all with the aim to reduce real-world emissions and improve air quality.

1.2 TNO policy with respect to publication of data

TNO takes the utmost care in generating data and in communication on the findings of its studies, taking into account the interests of the various stakeholders. In the projects, of which the work presented in this document is a part, importers and manufacturers of tested vehicles are informed of the test results of their vehicles, and are given the opportunity to reflect on them.

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[1] The report contains results on all Euro 5 light commercial vehicles tested before May 2015.
[2] TNO 2016 R10083 *NO_x emissions of Euro 5 and Euro 6 diesel passenger cars – test results in the lab and on the road*
[3] Rijksdienst voor het Wegverkeer (the Dutch road vehicle authority)
[4] UNECE Working Party on Pollution and Energy (GRPE)

In the evaluation and interpretation of test results on individual vehicles the following considerations need to be taken into account:

- The tests performed by TNO are not intended for enforcement purposes and are not suitable for identifying or claiming fraud or other vehicle-related irregularities in a scientifically and legally watertight way.
- For each make or model, only a single vehicle or a small number of vehicles is/are tested a limited number of times. This means that it cannot be ruled out that the results correlate to the specific condition of the tested vehicles or to specific test conditions. The latter is especially the case in road-world testing on the road in which a large number of conditions, that have a strong influence on test results, vary from trip to trip (see e.g. section 5.2).

In publications about the emission test results on light duty vehicles TNO has up to now, for reasons as indicated above, chosen to present test results in a way that does not allow makes and models to be identified[5]. Where results of individual vehicles were reported, these were always anonymised.

As part of TNO's constructive contribution to the on-going public debate about the real-world NO_x emissions of diesel vehicles, TNO has decided to issue this document in which test results are presented with reference to makes and models. This decision also meets a desire expressed by the Dutch Ministry of Infrastructure and the Environment. By presenting results from the complete sample of vehicle models tested, covering a wide range of makes and models, and by providing the necessary background information on test procedures and test conditions as well as caveats with respect to what can be concluded from these data, the test results on individual vehicle models are presented in a context that allows a well-balanced interpretation of the meaning of the results.

Finally, we would like to emphasize that as an independent knowledge institute, TNO is, has been and will be open to constructive dialogue with industry and governments. This is part of TNO's efforts to work together with relevant stakeholders in finding and supporting the implementation of effective solutions to reduce real-world emissions of harmful substances from vehicles, as well to determine and demonstrate the effects of implemented measures in an objective way.

1.3 This report

Tables providing an overview of NO_x emission test results of Euro 5 light commercial vehicles are provided in chapter 4 of this report. Chapters 2 and 3 provide information on the test procedures used by TNO and the selection of the vehicles. This information is needed for interpretation of the detailed test results presented in chapter 4. For the same reason chapter 5 contains a set of general considerations and specific additional information, which provides the necessary context for the summary of observations and interpretation of results that is provided in chapter 6. Finally chapter 7 gives an overview of previous reports in which results of the test programs carried out by TNO have been published.

[5] See e.g. the references in chapter 7 at the end of this document.

2 Test methods

2.1 Evolution of test methods and protocols

The project on road vehicle emissions, of which the data presented here are a result, is one in a sequence of projects for the Dutch government dating back to 1987. Over time the testing procedures and the test program have evolved with the developments in type approval test procedures as well as available measurement technologies, with developments in the understanding of real-world emissions and with advances in vehicle technology. This is illustrated in Figure 1 for the case of light commercial vehicles[6]. Also in the course of the 2010-2015 period the test programme has evolved to ensure that the best available measurement technology and test procedures are used in view of the objectives of the project.
As a consequence not all vehicles listed in Table 3 and Table 4 (see chapter 4) have been submitted to the same test programme.

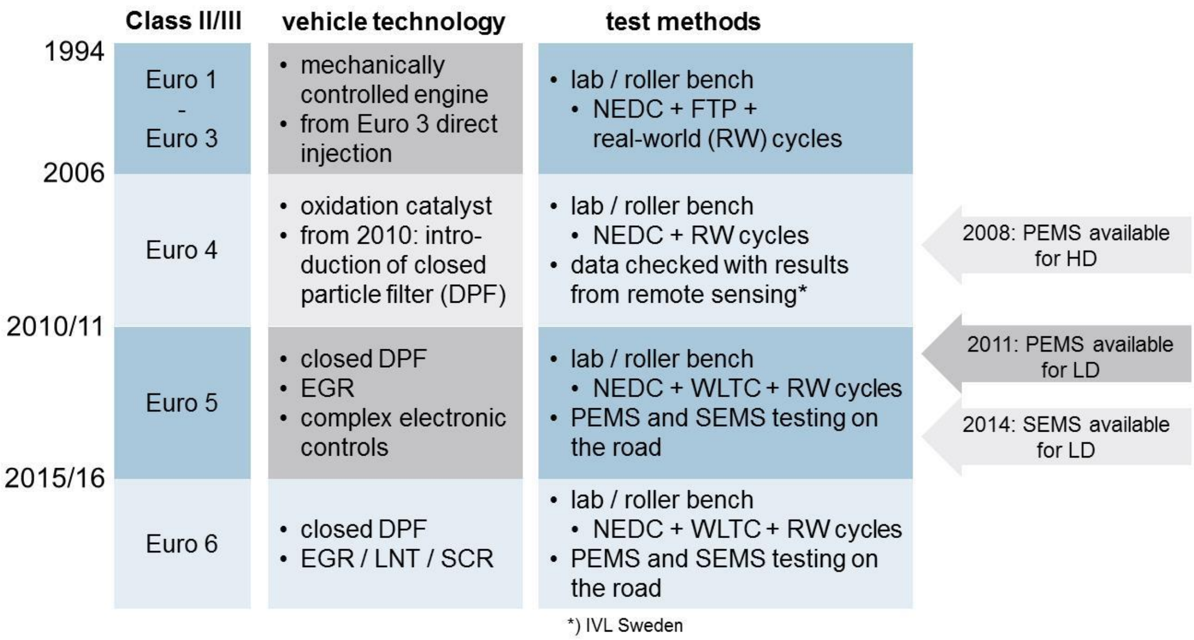

Figure 1: Overview of how the measurement program applied by TNO for testing light commercial vehicles has evolved together with the evolution of Euro standards, vehicle technology and available test methods

Notes:
- For abbreviations see sections below or chapter 8.
- Indicated introduction dates for Euro standards are for Class II (1305 kg < gross vehicle weight ≤ 1760 kg) and Class III (1760 kg < gross vehicle weight ≤ 3500 kg) LCVs.
- For Class II and III LCVs the Euro 6 standard applies from September 2015 onwards for new type approvals and from September 2016 for all models.

Vehicles have been tested in the laboratory on a roller bench (also known as chassis dynamometer), simulating the vehicle mass and driving resistances, using various driving cycles, as well as on the road using portable emission testing

[6] See Figure 1 of TNO 2016 R10083 *NO_x emissions of Euro 5 and Euro 6 diesel passenger cars – test results in the lab and on the road* for a similar graph for the case of diesel passenger cars.

equipment. Overall the vehicles listed in Table 3 and Table 4 have been submitted to one or more of the tests listed in Table 1 below.

Table 1: Overview of tests applied to the Euro 5 and 6 diesel vehicles

<table>
<tr><th>Test</th><th>Type</th><th>Description</th></tr>
<tr><td>NEDC cold start</td><td rowspan="6">lab / roller bench</td><td>The NEDC (New European Driving Cycle) is used for the official type approval of a vehicle. During an NEDC test with cold start (the so-called Type 1 test) the emissions need to comply with the applicable limit. Non-compliance cannot be concluded from the results of an individual test (see notes in section 5.1).</td></tr>
<tr><td>NEDC hot start</td><td>Some vehicles were additionally tested over an NEDC with a hot start to gain more information about the emission performance. This is not part of the official procedure for type approval.</td></tr>
<tr><td>CADC cold start</td><td rowspan="2">The CADC (Common Artemis Driving Cycle) is a cycle which better represents real-world driving than the NEDC. The CADC, however, is not part of the official type approval procedure. A cold and hot start are both possible with the CADC.</td></tr>
<tr><td>CADC hot start</td></tr>
<tr><td>WLTC cold start</td><td>Currently a new worldwide harmonized type approval procedure (WLTP) for light duty vehicles is under development, which involves a new driving cycle: the Worldwide harmonized Light duty driving Test Cycle, or WLTC. Most WLTC-tests reported here have been performed with a cold start.</td></tr>
<tr><td>WLTC hot start</td><td>Some vehicles were additionally tested over a WLTC with a hot start to gain more information about the emission performance.</td></tr>
<tr><td>PEMS reference - cold start</td><td rowspan="4">on road measurements using PEMS (Portable Emission Measurement System)</td><td rowspan="8">PEMS and SEMS are emission measurement systems than can be mounted on-board vehicles for measuring emissions on the road under real-world driving conditions. To facilitate comparison of individual real-world test results, the TNO-designed ‘reference trip’ is always part of the investigation (with a cold start as well as a hot start). The reference trip consists of urban, rural and highway driving. Additionally, some other trips are driven, for instance a trip mainly containing urban driving.</td></tr>
<tr><td>PEMS reference - hot start</td></tr>
<tr><td>PEMS urban - hot start</td></tr>
<tr><td>PEMS various trips</td></tr>
<tr><td>SEMS reference - cold start</td><td rowspan="4">on road measurements using SEMS (Smart Emission Measurement System)</td></tr>
<tr><td>SEMS reference - hot start</td></tr>
<tr><td>SEMS urban - hot start</td></tr>
<tr><td>SEMS various trips</td></tr>
</table>

2.2 Measurements in the laboratory

2.2.1 Test facilities

Equipment

When testing a vehicle in the laboratory, the vehicle is made to drive a specified speed-time pattern (driving cycle) on a chassis dynamometer (also called: roller bench) which simulates the inertia (mass) and driving resistances (rolling resistance and air drag) of the vehicle.

Except for the vehicles tested in 2010, most of the chassis dynamometer tests on Euro 5 and Euro 6 vehicles have been performed under supervision of TNO at the facilities of Horiba in Oberursel, Germany. Horiba is the manufacturer of certified laboratory test equipment and operates facilities that are qualified to perform tests according to official protocols to the highest industry standards (ISO 17025). The first Euro 5 and Euro 6 vehicles were tested around 2010 at the facilities of PDE

Benteler in Helmond. Up to 2015 a 2-wheel chassis dynamometer has been used. From 2015 onwards a 4-wheel chassis dynamometer is used.

In the laboratory emission measurements are carried out in two different ways. For the overall emission results, that are reported in Table 3 and Table 4, the emissions are measured in accordance with UNECE R83 which requires the emissions accumulated over the complete tests to be determined by sampling the diluted exhaust gases collected in large bags. With this method emission behaviour cannot be linked to specific events during driving (such as accelerations or gear shifting). For determining emission factor models, which are used to predict average real-world emissions of vehicles in a wide range of traffic circumstances, a measurement device is used that records emissions on a second-by-second basis (“modal mass”). Both test results are frequently compared and only minor deviations were found in recent years. In the past, with the introduction of direct sampling around 2008, large deviations were found, and the second-by-second results had to be recalibrated from time to time to make them suitable for emission predictions.

Chassis dynamometer settings
The mass and driving resistance (road load), which are simulated by the roller bench, can be set in different ways. For replicating the type approval test the applied roller bench settings are the values used by the manufacturer for the type approval, and are obtained by TNO from the vehicle’s type approval certificate or information supplied by the importer or manufacturer. The determination of these road loads is in accordance with UNECE R83.

The vehicle test mass varies between tests. The NEDC test mass, based on prescribed weight classes, is usually the lowest mass at which a vehicle is tested. The WLTP “test mass high”, which includes the additional weight of the vehicle model options and a limited payload, is usually the highest mass at which a vehicle is tested. The differences between these two extremes is about 150 kg for a normal passenger car. LCVs may have a larger optional weight, up to 500 kg. However, the testing of LCVs according to the WLTP requires the use of a 28% payload, which yields a higher additional weight still. For LCVs a coast-down test is commonly not performed. Instead chassis dynamometer settings are generally determined from table values or rules based on weight.

In the test programme variations in test masses have been applied in view of e.g. capturing the influence of mass on emissions for the purpose of determining average emission factors. As a consequence of that, and of limited resources, on different vehicles the mass used with a specific test cycle may have been determined according to different definitions.

As the vehicle tested by TNO is not exactly the same as the vehicle submitted for type approval by the manufacturer, the type approval road load setting may not adequately reflect the actual road load of the tested vehicle. The road load of a vehicle can be independently determined by carrying out a coast-down test on a test track. Some of the chassis dynamometer test listed in Table 3 and Table 4 have been carried out using road load settings determined by TNO with the same vehicle that is tested in the lab.

In general, in recent years, the road load values for the chassis dynamometer settings obtained from the importer or manufacturer are low compared to the findings obtained in a coast-down test program in which these values were determined independently by TNO, carried out in accordance with the official test procedure as described in Regulation 83. In a number of cases the official road-load values, used for type approval, were found to be too low to be realistic. In some cases the tyres mounted on the production vehicle had a higher driving resistance, as declared in the tyre energy label, than the value specified for the vehicle as a whole.

Figure 2: A passenger car tested in the laboratory on a two-wheel chassis dynamometer (roller bench)

Higher road load values yield higher fuel consumption and CO_2 values, but may affect also the NO_x emissions of the vehicle in two manners: The higher required engine power for the actual production vehicle will lead to an increase in emissions by the basic combustion process. In addition, if a vehicle's engine control system is optimized for the engine powers and speeds associated with a low road load, the engine may have a poor emission calibration for the engine loads occurring in independent tests with production vehicles. Even higher road loads may occur during on road testing, in part due to the added weight of equipment and operator, but largely related to e.g. different road surfaces, steering and ambient conditions.

The Worldwide harmonized Light vehicles Test Procedures (WLTP[7]) has a different test procedure for determination of the road load curve, which results in higher values to be used when the WLTC is driven on a chassis dynamometer.

2.2.2 *Test cycles and test conditions*

NEDC

The New European Driving Cycle (NEDC[4,8]) is the test cycle (speed-time profile) that is prescribed to be used for European type approval testing of vehicle

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[7] See: http://www.unece.org/trans/main/wp29/meeting_docs_grpe.html

[8] See: *Reference book of driving cycles for the use in measurement of road vehicle emissions*, Barlow, T.J., Latham, I.S., McCrae, I.S., Boulter, P.G., (2009), TRL report PPR 354

emissions and fuel consumption. The test procedure as a whole is prescribed by regulation UNECE R83[4].

The “NEDC cold start” test is an independent reproduction of the type approval test (the so-called Type 1 test). The roller bench settings (vehicle mass and driving resistance) are the values used by the manufacturer, and are obtained by TNO from the vehicle’s type approval certificate or information supplied by the manufacturer.

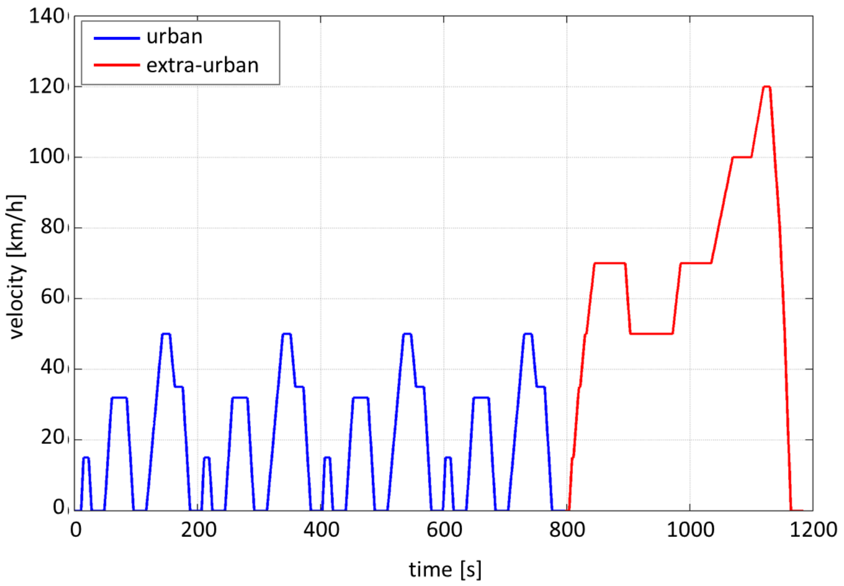

Figure 3: NEDC (New European Driving Cycle)

In the type approval test procedure the emission test is started with a cold engine, a condition obtained by “soaking” the vehicle for at least 6 hours at a temperature between 20 and 30°C. The NEDC test can also be started with a warm engine, i.e. an engine that is at its nominal operating temperature. The test is executed at an ambient temperature between 20 and 30°C. Based on scientific principles, emissions at cold start are expected to be higher than when a vehicle starts a trip with a warm engine and warm exhaust aftertreatment system. Until 2009 (up to “halfway” the Euro 4 timeframe) the effect of a cold start on real-world emissions could be determined by subtracting the emissions measured on an NEDC-test starting with a warm engine from those measured on an NEDC-test with a cold start. This approach was abandoned when Euro 5 diesel vehicles started to exhibit higher emissions on the NEDC with hot start than on the NEDC with cold start.

CADC
The Common Artemis Driving Cycle (CADC[8]) has been derived from speed patterns recorded on the road for vehicles operated in normal traffic. It consists of different parts representing urban, rural and highway driving. The CADC is used as a de facto standard for simulating real-world driving on a roller bench by many research organisation throughout Europe, although its speed distribution and dynamics are somewhat more aggressive than would be representative for average real-world driving in the Netherlands and many other countries.

In the period that Euro 5 and Euro 6 vehicles were tested, roller bench tests using the CADC were performed on almost all vehicles that were tested in the laboratory. Over time the CADC was applied in different manners. Initially, a variant of the CADC with a maximum speed of 130 km/h was used. In order to include possible effects of the introduction of the 130 km/h speed limit in the Netherlands in 2011, in the emission testing the low velocity variant of the CADC was replaced by variant with a maximum speed of 150 km/h from 2013 onwards. The urban and rural part of both CADC variants are the same. Also the road load settings were changed over time. Up to the last quarter of 2014 the same road load as for the NEDC was applied. From the last quarter of 2014 onwards the WLTP road load was used when testing vehicles on the CADC.

For Euro 5 vehicles laboratory testing on the CADC is found to produce emission results that are representative for the actual emissions occurring in real-world driving on the road, as observed from the limited PEMS testing by TNO of Euro 5 vehicles. This has also been verified by comparing our test results with accurate remote sensing measurements carried out by IVL in Sweden[9].

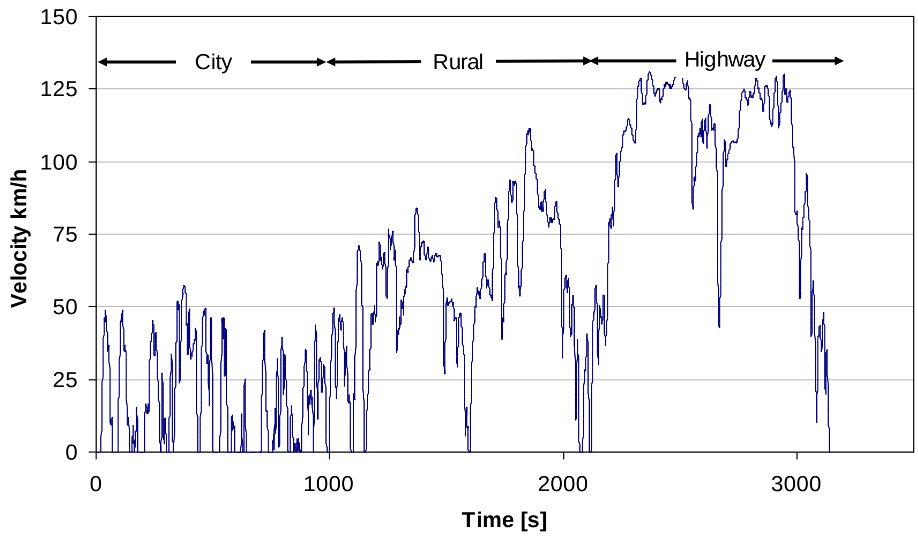

Figure 4: The 130 km/h variant of the CADC (Common Artemis Driving Cycle)

The CADC test is performed under the same temperature conditions as the NEDC-test. Between 2009 and 2012 (starting “halfway” the Euro 4 timeframe) the effect of cold start on vehicle emissions was assessed by performing a CADC with a cold start, immediately followed by driving an additional urban part of the cycle, and comparing the results for the cold and warm urban sub-cycle. Around 2012 also on this test vehicles started to exhibit higher emissions on the warm test than on the test starting with a cold engine, and the method of comparing cold and warm tests was abandoned altogether. As a consequence for modern diesel vehicles it is difficult to assess the real-world cold start effect from either laboratory tests or PEMS tests.

[9] See *Evaluation of European Road transport emission models against on-road emission data as measured by optical remote sensing*, Sjödin, Å., Jerksjö, M. (IVL), (2008) 17th International Transport and Air Pollution Conference, Graz

TNO-Dynacycle

In 2008 TNO concluded that the driving cycles commonly used in the laboratory do not cover strong and prolonged accelerations that are sometimes observed in real-world driving. In order to also collect emission data for this type of driving in the laboratory the artificial TNO-Dynacycle was developed. Not all vehicles have enough power to follow this driving pattern: in that case full throttle driving is used. High emissions on the TNO-Dynacycle are typically associated with shortcomings of the emission control for strong accelerations and their associated high power demand.

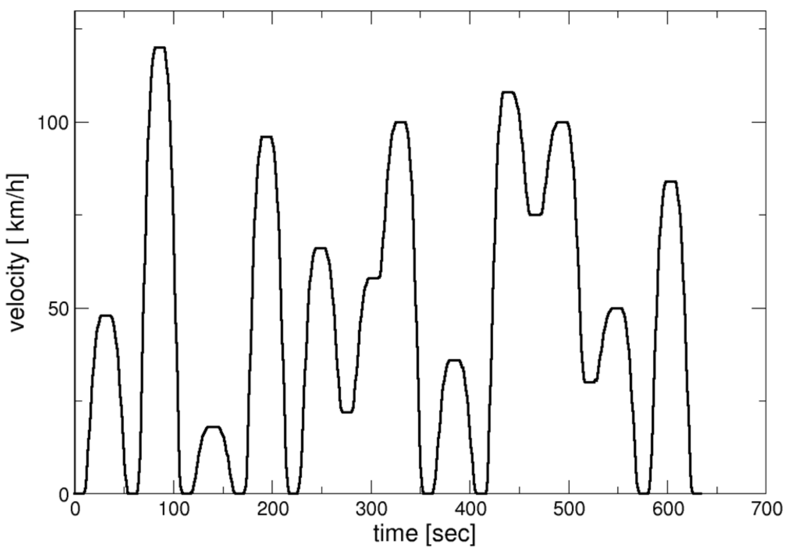

Figure 5: The artificial TNO-Dynacycle, developed for assessing emissions at strong and prolonged accelerations

WLTC

Over the last years the world harmonized light duty test cycle WLTC has been developed as part of the WLTP[7]. From 2013 onwards draft versions of the WLTC have been used by TNO and other institutes in specialized test programs, executed at the request of the European Commission for the evaluation of the protocol and the comparison of the different type-approval tests. TNO has also used the WLTC for its test program for the Ministry of Infrastructure and the Environment. The validation tests were part of a larger test program and generally had a slightly different test protocol compared to the tests which were executed for the Dutch Ministry. In almost all of these tests the road load settings for the roller bench were in accordance with the (draft) procedures prescribed by the WLTP.

The WLTC driving cycle was developed over a number of years, and earlier versions were slightly more aggressive, in terms e.g. accelerations and decelerations, than the final test cycle as defined in the UNECE Global Technical Regulation 15.

Apart from the speed-time profile, four important aspects have to be taken into account, in order to yield a fair comparison of the results and the bandwidth in the testing on the NEDC and WLTC. First of all, the vehicle test mass in the WLTP test procedure is higher than in the NEDC test, and therefore closer to that of production vehicles in actual use. Secondly, the road load is generally higher, in part because of the higher vehicle test mass, but also due to the improved determination of the road load. Thirdly, the testing of a vehicle model on the WLTC occurs in a bandwidth: Given a family of vehicle models, a “low road load” and a “high road load” version has to be tested to establish the bandwidth, within which all vehicle models from the “vehicle interpolation family” should find a place. Finally, in many cases in the validation program appropriate data on weight and road load for the laboratory settings were not available so rough estimates had to be used to allow for testing. In particular, the new table values for road loads, as part of the new regulation, are an extreme worst case setting for the test, corresponding to the worst 3% vehicles. This estimate is meant to be an incentive for determining road loads through measurement, rather than relying on table values. Testing with these table values may increase the emissions significantly.

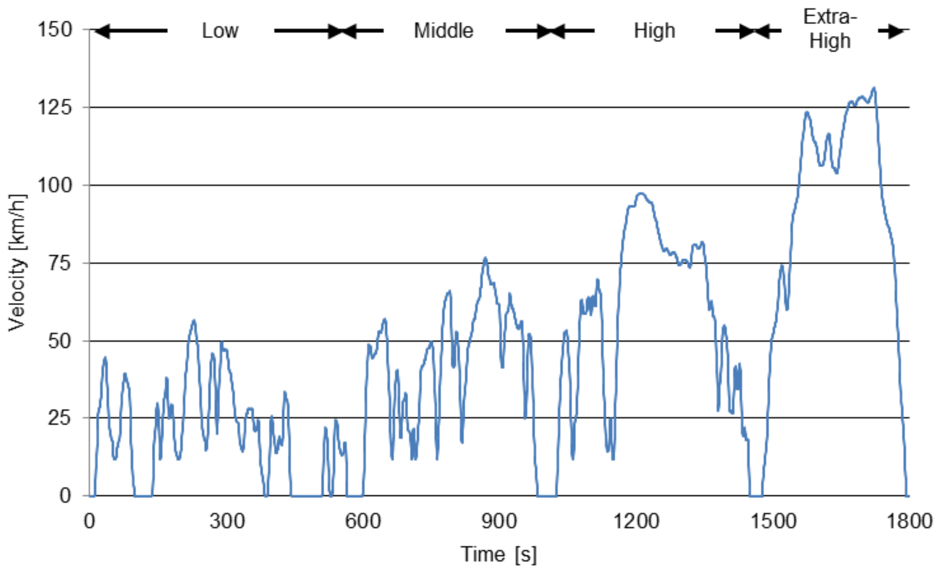

Figure 6: The Worldwide harmonized Light duty driving Test Cycle (WLTC_v5).

In an early stage of the WLTP development measurements by TNO have been done using both mass and road load definitions. Later on only the high test mass and road load values were used.

Test mass

For the NEDC test the mass simulated by the roller bench was set equal to the type approval test mass as provided by the manufacturer. For the WLTC the test mass has been calculated using the procedures defined in the WLTP. For measurements on the CADC different mass settings have been used in some cases.

Gear shift strategies

The gear shift points vary from test protocol to test protocol. The NEDC and the TNO Dynacycle have fixed velocities for gear shifts. The CADC also has gear shifts at fixed velocities, but unlike the NEDC these velocities depend on vehicle characteristics such as the rated power. For the WLTP the gear shift strategy to be applied is, within some limitations, determined by the manufacturer. For our measurements, the WLTP tests were executed with gear shift points that were determined using generic tools, developed for and supplied by the European Commission, based on the vehicle and transmission characteristics.

2.3 Measurements on the road

2.3.1 Test facilities

PEMS
With the regulatory developments for on-road testing of heavy-duty vehicles in the USA and Europe, certified mobile measurement equipment, also known as portable emissions measurement system (PEMS), became available from 2008 onwards. In 2010 the European Commission decided that the use of PEMS equipment was also the way forward for the RDE legislation, currently under development, which prescribes on-road testing as part of the type approval test protocol for light-duty vehicles. In response to that, TNO started to gain experience with emission testing of light-duty vehicles on the road. TNO's previous experience with PEMS-testing of heavy duty vehicles was helpful to arrive at a pragmatic test protocol quickly. As part of the test protocol a reference test cycle was developed with an appropriate coverage of all relevant driving behaviour and road types.

The PEMS equipment used by TNO for the tests described here is a Semtech DS-version[10]. The way it is mounted in and on vehicles is illustrated in Figure 7.

Figure 7: The PEMS system mounted on vehicles to be tested on the road

PEMS equipment is relatively bulky and heavy, and as a consequence affects the total weight of a light-duty vehicle, tested on the road. The set-up used by TNO weighs around 170 kg, including analysers, battery and generator-set[11], and its operation also requires the presence of a technician in the vehicle besides the driver. The air-resistance and exhaust back pressure are also somewhat affected due to the fixture of a flow tube on the exhaust pipe. The higher mass and resistance affect the fuel consumption and emissions of the vehicle while driving with the PEMS on-board.

[10] This is the first generation PEMS equipment. Recently TNO has replaced this by the next generation Horiba OBS system.
[11] Through the use of a generator-set the PEMS' electrical power supply is independent from the vehicle and therefore does not affect the engine load during driving.

TNO always installs the PEMS system inside the vehicle, either in the trunk or in the passenger compartment, dependent on available space. Compared to the alternative of installation on a rack outside the vehicle, this provides a more stable operating environment for the PEMS and thus more stable measurement results.

SEMS

The size, weight, and complexity of the certified PEMS equipment is prohibitive for large monitoring programs. Therefore, soon after starting PEMS testing of heavy-duty vehicles, TNO initiated the development of a simpler measurement technique, tuned towards monitoring the NO_x emissions: the Smart Emissions Measurement System (SEMS[12]). This method uses automotive NO_x and oxygen sensors to estimate the emission performance. Combining measurements of the NO_x and oxygen concentrations with the MAF signal (Mass Air Flow) on the OBD (On Board Diagnostics) allows for an accurate, robust, and fast way of measuring absolute emissions on light-duty diesel vehicles. The weight of the system is around 10 kg.

Figure 8: The SEMS system, developed by TNO, mounted on vehicles to be tested on the road (prototype version 2015)

Since this method is not certified, and relies on signals of (in principle) unknown accuracy and origin, the results and sensors are continuously calibrated and compared with results of laboratory testing in cross-validation experiments. The accuracy and reproducibility of measurements with our current generation of SEMS equipment is in most cases within a bandwidth of 10%, and in many cases even within a much smaller bandwidth.

For SEMS testing the vehicles are modified slightly to insert sensors in the tailpipe and connect equipment to the vehicle electronics. However, special care is always taken not to interfere with the normal operation of the vehicle. In one case a manufacturer argued, in response to test results on a passenger car that were sent for evaluation, that the location of an additional sensor may have affected the exhaust gas flow and the readings for emission control from the vehicle's own sensor downstream.

[12] For more details on the TNO SEMS system see e.g.:
SEMS operating as a proven system for screening real-world NO_x emissions, R.J. Vermeulen, H.L. Baarbé, L.W.M. Zuidgeest, J.S. Spreen, W.A. Vonk, S. van Goethem (2014),TAP conference Graz.
A smart and robust NO_x emission evaluation tool for the environmental screening of heavy-duty vehicles, R.J. Vermeulen, N.E. Ligterink, W.A. Vonk, H.L. Baarbé (2012), TAP conference Thessaloniki.

TNO is aware of the variation in quality of automotive NO_x sensors and the possible cross-sensitivity for NH_3. We take account of that in the design and manufacturing of our SEMS devices, and by regular calibration of the systems before and after tests. For vehicles equipped with SCR systems part of the NO_x values, recorded by SEMS, could be attributable to NH_3 slip. The approach used by TNO aims to minimize that share.

TNO uses the PEMS and SEMS measurement method as the basis for determining emission factors for Euro 5 and Euro 6 light commercial vehicles and Euro 6 passenger cars from 2014 onwards.

Figure 9: Left: Load packages (black box) and data logger of the SEMS (blue cradle) used in on-road testing of a light commercial vehicle.
Right: The laptop used to monitor and control the SEMS equipment.

2.3.2 *Trips used for on-road testing*

TNO has developed a reference trip for on road testing. This route contains roughly equal parts of urban roads, rural roads and highways.

In addition to this reference trip the on-road test programme usually also contains a large number of trips measuring emissions on different road types under a variety of traffic conditions. The program often also includes specialized tests such as constant velocity driving, trips to the test laboratory in Germany with parts containing top speeds of around 150 km/h, and driving typical commuting trips.

Table 2: Characteristics of three important routes used in on-road testing by TNO

	TNO City route Helmond	**TNO reference route Helmond**	**Constant speed route Germany**
Type	City	City, rural and highway	Highway
Cold/Hot start	Hot start	Cold and hot start	Hot start
Distance [km]	25.6 km	73.5 km	189 km
Duration [min]	± 57 min	± 89 min	±119 min
Av. speed [km/h]	32 km/h (excl. idle time)	55 km/h (excl. idle time)	93 km/h (total route)*

*) Constant speed measurements are part of this route

Both eco-driving and sportive driving was included to the test program for a number of vehicles. In many cases the traffic did not allow for substantial changes of the average velocity, associated with different driving styles, over the trip.

On-road testing will show a natural variation in the g/km emissions, even for the repetition of seemingly identical trips. It is only natural to put a bandwidth on this type of data. As a rule of thumb a 15 to 20% variation for similar trips appears natural. A much larger variation can be expected for different trips or for e.g. different driving styles or payloads, different ambient conditions (incl. e.g. temperature, wind, precipitation) and the related variation in auxiliary use (lighting and air conditioning)[13].

In addition to the above-mentioned trip-to-trip variation a measurement uncertainty of similar order of magnitude is associated with the use of first generation PEMS equipment[14]. Combined with the trip-to-trip variation this leads to an overall variability of the test results for similar trips of around 30%.

Hence, based on the test data, the vehicles tested on the road cannot be ranked easily on the basis of their emissions on a particular test. In the laboratory such ranking, due to the narrow bandwidth of test conditions is more easily established. However, the relevance of the laboratory test data for real-world emissions is limited. Typically, the NEDC tests shows the capabilities of the emission control technology. The typical operation of the emission control technology varies greatly, judging from the emission data both in the laboratory as well as on-road.

2.3.3 Relation to RDE

The TNO on-road reference trip predates any trip requirement proposal for RDE legislation[15]. Legal trip requirements for the RDE test have been under development since 2013. However, only from October 2015 the RDE trip requirements were solid enough to develop a TNO RDE-compliant test trip. This new test trip is still considered within the bounds of typical Dutch driving behaviour. However, some special provisions were taken to ensure a generally valid trip according to the RDE requirements (for the variant “moderate”). Up to the middle of 2015, however, there has been limited testing with this RDE-compliant trip. All of the on-road data presented here are for the original reference trip.

Aspects of the RDE legislation which deviate from the original on-road reference trip used by TNO are:

- The order of road type prescribed for the RDE test is urban→ rural→ motorway. This is unlike the reference trip, which is a round trip starting and finishing in an urban area, with rural and motorway sections in between.
- The driving dynamics in the TNO reference trip, which for urban driving is on the high end of the allowed bandwidth and for the rural driving at the low end of the bandwidth allowed by the RDE.
- The evaluation of the emission data: typically no data is excluded from the measurement on the reference trip and the data is not normalized to a particular standard.

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[13] See section 5.2 for further specification of factors which influence the results of emission testing in the lab and on the road.

[14] Larger measurement errors of PEMS reported by other parties can be explained by improper installation, the lack of calibration, or faulty equipment. For PEMS measurements a good practice guide is essential.

[15] Real Driving Emissions, see e.g.:
http://europa.eu/rapid/press-release_IP-15-5945_en.htm, or
http://ec.europa.eu/growth/sectors/automotive/environment-protection/emissions/index_en.htm

- The fractions of urban, rural and motorway driving in the RDE cover the same distance yielding a long time of urban driving and a short time of motorway driving. In the reference trip the distribution is more skewed distance-wise to achieve a more even sampling in time over the different road types.
- The duration of successive urban, rural and motorway parts of the reference trip is approximately 90 minutes while the duration of an RDE-trip must be 90 to 120 minutes.

With respect to payload the RDE requirements are not very specific. It is specified that the vehicle's basic payload shall comprise the driver, a witness of the test (if applicable) and the test equipment, including the mounting and the power supply devices. Furthermore for the purpose of testing some artificial payload may be added as long as the total mass of the basic and artificial payload does not exceed 90% of the sum of the “mass of the passengers” and the “pay-mass” defined in points 19 and 21 of Article 2 of Commission Regulation (EU) No 1230/2012.

2.3.4 *Test conditions for on-road testing*

Testing on the road is performed all year round, from warm summer days to cold winter days. Temperatures typically range between 0 and 30^{o}C. This variation in ambient conditions is known to affect the emission result of a typical modern vehicle. Extreme weather was typically excluded: snow and sub-zero temperatures are not common in the test data. The on-road temperature, which for average Dutch daytime weather is around 11^{o}C, is much lower than the NEDC test conditions (between 20 and 30^{o}C) and the WLTP target temperature of 23^{o}C. In the laboratory it is generally not possible to test at temperatures outside the legally prescribed range. Hence it is generally not possible in laboratory testing to separate the effects of varying ambient conditions from the effects of other aspects of laboratory tests.

Two payloads were used in the on-road test program: the official WLTP 28% payload and the 100% payload. Ten vehicles were tested with both payloads. The Mercedes Sprinter with Euro VI HD engine[16] was tested on the road with a 100% payload (vehicle mass equal to GVW = 3500 kg) only.

During the tests on the road the air conditioning (A/C) is switched on or off dependent on the comfort requirements of the driver, as part of testing under realistic real-world conditions. The A/C use is not recorded. The use of A/C generally increases the load on the engine and therefore can increase emissions.

For a test trip with PEMS or SEMS the preconditioning of the vehicle in principle consists of the previous trip plus a limited amount of idling before start of the trip. As previous trips may have different characteristics, this leads to some variation in the starting conditions of the vehicle, its engine and aftertreatment system (e.g. temperature or ammonia storage of the SCR system). Such variations, however, are representative of real world driving. The use of a more standardised preconditioning procedure before every trip could reduce the variability of on-road test results, but would also lead to a bias in the test results compared to average real-world driving.

[16] See chapter 3 and Table 3.

3 Vehicle selection

An overview of the light commercial vehicles selected for the TNO test program is provided in Table 3. Pictures of 10 of the tested vehicles are shown in Figure 10. The numbers between brackets in front of the vehicle names in Figure 10 refer to the vehicle codes that we used for anonymised presentation of test results in report TNO 2015 R10192[17]. With one exception, all of the light commercial vehicles for this test program were obtained from rental companies. Vehicle models were selected on the basis of the quarterly Dutch national sales figures, combined with the overall popularity of certain vehicle models, and their availability from rental companies. The Mercedes Sprinter that was tested on the roller bench only (vehicle 11 in Table 3) was obtained directly from the manufacturer as part of a European test programme exploring the correlation between NEDC and WLTP.

For the sample of diesel vehicles, of which the test results are reported here, care was taken to make sure that the sample covered a wide range of popular engine types sold on the Dutch market. The vans were selected on the basis of frequent occurrences of certain makes and models in on-road licence plate scans carried out in 2014. The overall maintenance state of the vehicles was checked, generally no faults were found. Typical odometer readings were 10.000 – 100.000 km.

Except for the VW Caddy all selected vehicles are N1 Class III light commercial vehicles (1760 kg < gross vehicle weight[18] ≤ 3500 kg). The VW Caddy is a Class II light commercial vehicle (1305 kg < gross vehicle weight ≤ 1760 kg).

With two exceptions, all of the tested light commercial vehicles are panel vans. The Mercedes Sprinters with vehicle codes 5 and 12 in Table 3 are so-called box vans, i.e. multi-stage vans with a square cargo box mounted behind the cabin (see Figure 10 and Figure 11).

The two Euro 5 Mercedes Sprinters (vehicles 5 and 11) have the same engine. However, the vehicles have different size and weight. For these reasons results on both vehicles are reported separately in Table 3 and Table 4.

A third Mercedes Sprinter was equipped with a Euro VI engine, type approved in accordance with the regulations for heavy duty vehicles[19]. The vehicle as a whole has type approval as N1.

For chassis dynamometer tests in the laboratory the road load was obtained from the importer or in some cases the manufacturer, and the weight used for the chassis dynamometer setting was based on the vehicle documentation. For on-road testing the actual weight and tyres of the vehicles were accepted as the proper state.

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[17] See report TNO 2015 R10192, *On-road NO_x and CO_2 investigations of Euro 5 Light Commercial Vehicles*, published 9 March 2015.
[18] gross vehicle weight: GVW = empty mass + maximum allowed load.
[19] For Euro VI HD vehicles a 0.46 g/kWh limit applies to the NO_x emissions measured in a transient test of the engine.

Figure 10: Pictures of 10 of the tested vehicles. The numbers between brackets are the vehicle codes as listed in Table 3 and Table 4.

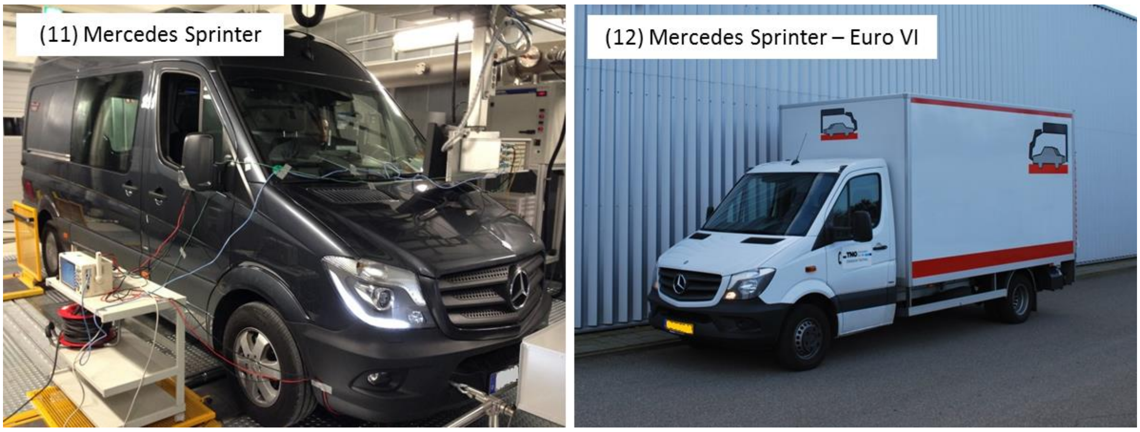

Figure 11: Pictures of the Euro 5 Mercedes Sprinter that was tested on the roller bench only as part of a European test programme exploring the correlation between NEDC and WLTP (vehicle 11 in Table 3 and Table 4), and of the Mercedes Sprinter that was equipped with an engine that was type approved under the Euro VI regulation for heavy duty vehicles (vehicle 12 in Table 3 and Table 4).

4 Results

An overview and specifications of the Euro 5 light commercial vehicles tested by TNO is provided in Table 3. Table 4 on the next page presents an overview of the results with respect to NO_x emissions obtained from emission testing of these vehicles in the laboratory and on the road. For notes with respect to terminology used in the tables see the list after Table 4.

Table 3: Overview and specification of the LCVs tested by TNO before May 2015

	make	model	fuel	displ. [cc]	power [kW]	Euro class	weight class	EGR	LNT	SCR	code	date	number of vehicles	Ambient T [°C] PEMS / SEMS
Vans	Peugeot	Expert	D	1560	66	5	III	X	-	-	1	Oct. 2014	1	10-13
	VW	Caddy	D	1598	55	5	II	X	-	-	2	Oct. 2014	2	14-18
	Ford	Transit	D	2198	74	5	III	X	-	-	3	Nov. 2014	2	7-11
	VW	Transporter	D	1968	62	5	III	X	-	-	4	Nov. 2014	1	8-13
	Mercedes	Sprinter	D	2143	95	5	III	X	-	-	5	Nov. 2014	1	10-13
	Mercedes	Vito	D	2143	70	5	III	X	-	-	6	Nov. 2014	1	9-12
	Opel	Vivaro	D	2299	92	5	III	X	-	-	7	Nov. 2014	1	8-11
	Renault	Trafic	D	1995	66	5	III	X	-	-	8	Nov. 2014	1	6-9
	Iveco	Daily	D	2287	78	5	III	X	-	-	9	Dec. 2014	1	2-9
	Peugeot	Boxer	D	2198	96	5	III	X	-	-	10	Dec. 2014	1	5-9
	Mercedes	Sprinter	D	2143	95	5	III	X	-	-	*11*	Nov. 2014	1	-
	Mercedes	Sprinter	D	2143	120	VI	III	X	-	X	*12*	Nov. 2014	1	6-7

The on-road measurements with PEMS and SEMS were carried out between October and December 2014. Of the 2 VW Caddy's and 2 Ford Transits listed in Table 3 one vehicle of both models was tested on the road only in 2014. One other vehicle of both models was tested on the roller bench only in 2012.

The Mercedes Sprinter with vehicle code 11 in Table 3 was tested on the roller bench only in 2014.

In total 11 vehicles were tested on the road and three in the laboratory on the roller bench.

Table 4: Overview of test results with respect to NO_x emissions per vehicle model for all Euro 5 LCVs tested by TNO before May 2015

							chassis dynamometer							
							NO_x emissions [mg/km]							
	make	model	code	fuel	Euro class	TA limit [mg/km]	NEDC cold st.	NEDC hot st.	CADC cold st.	CADC hot st.	CADC 150	dyna hot st.	WLTC cold st.	WLTC hot st.
Vans	Peugeot	Expert	1	D	5	280	-	-	-	-	-	-	-	-
	VW	Caddy	2	D	5	235	105	-	986	1004	-	1023	-	-
	Ford	Transit	3	D	5	280	272	-	503	501	-	1117	-	-
	VW	Transporter	4	D	5	280	-	-	-	-	-	-	-	-
	Mercedes	Sprinter	5	D	5	280	-	-	-	-	-	-	-	-
	Mercedes	Vito	6	D	5	280	-	-	-	-	-	-	-	-
	Opel	Vivaro	7	D	5	280	-	-	-	-	-	-	-	-
	Renault	Trafic	8	D	5	280	-	-	-	-	-	-	-	-
	Iveco	Daily	9	D	5	280	-	-	-	-	-	-	-	-
	Peugeot	Boxer	10	D	5	280	-	-	-	-	-	-	-	-
	Mercedes	Sprinter	*11*	D	5	280	287*	970	-	-	1045	-	722	1082
	Mercedes	Sprinter	*12*	D	VI	n.a.**	-	-	-	-	-	-	-	-

							PEMS								
							NO_x emissions [mg/km]								
							28% payload			100% payload			average		
	make	model	code	fuel	Euro class	TA limit [mg/km]	ref. cold st.	ref. hot st.	city hot st.	ref. cold st.	ref. hot st.	city hot st.	all tests avg.	all tests Stdev	distance [km]
Vans	Peugeot	Expert	1	D	5	280	-	-	-	-	-	-	-	-	-
	VW	Caddy	2	D	5	235	-	-	-	-	-	-	-	-	-
	Ford	Transit	3	D	5	280	-	-	-	-	-	-	-	-	-
	VW	Transporter	4	D	5	280	-	-	-	-	-	-	-	-	-
	Mercedes	Sprinter	5	D	5	280	-	-	-	-	-	-	-	-	-
	Mercedes	Vito	6	D	5	280	-	-	-	-	-	-	-	-	-
	Opel	Vivaro	7	D	5	280	-	-	-	-	-	-	-	-	-
	Renault	Trafic	8	D	5	280	-	-	-	-	-	-	-	-	-
	Iveco	Daily	9	D	5	280	-	-	-	-	-	-	-	-	-
	Peugeot	Boxer	10	D	5	280	-	-	-	-	-	-	-	-	-
	Mercedes	Sprinter	*11*	D	5	280	-	-	-	-	-	-	-	-	-
	Mercedes	Sprinter	*12*	D	VI	n.a.**	-	-	-	378	199	261	156	148	717

							SEMS								
							NO_x emissions [mg/km]								
							28% payload			100% payload			average		
	make	model	code	fuel	Euro class	TA limit [mg/km]	ref. cold st.	ref. hot st.	city hot st.	ref. cold st.	ref. hot st.	city hot st.	all tests avg.	all tests Stdev	distance [km]
Vans	Peugeot	Expert	1	D	5	280	1416	-	1089	1731	-	1380	1553	308	570
	VW	Caddy	2	D	5	235	692	-	655	832	-	830	786	89	570
	Ford	Transit	3	D	5	280	1504	-	1531	1678	-	1484	1510	270	918
	VW	Transporter	4	D	5	280	1686	-	1480	1859	-	1541	1645	133	570
	Mercedes	Sprinter	5	D	5	280	2009	-	1928	2242	-	2302	1982	260	570
	Mercedes	Vito	6	D	5	280	1002	-	1204	1098	-	1295	1225	154	570
	Opel	Vivaro	7	D	5	280	2002	-	2131	2077	-	1952	2117	183	670
	Renault	Trafic	8	D	5	280	1822	-	1999	1998	-	2039	1967	122	670
	Iveco	Daily	9	D	5	280	1408	-	1984	1938	-	1810	1841	257	570
	Peugeot	Boxer	10	D	5	280	673	-	935	756	-	1309	914	278	695
	Mercedes	Sprinter	*11*	D	5	280	-	-	-	-	-	-	-	-	-
	Mercedes	Sprinter	*12*	D	VI	n.a.**	-	-	-	277	170	156	175	105	676

*) Additional NEDC cold start tests, carried out by the manufacturer on the same vehicle within the same period at different test facilities, showed NO_x emissions well below the limit. As explained in section 5.1 the exceedance of the limit for this vehicle in the test carried out by TNO cannot be interpreted as noncompliance with the Euro 5 standard.

**) For Euro VI HD vehicles a 0.46 g/kWh limit applies to the NO_x emissions measured in a transient test of the engine.

Note: As explained in section 2.3.2 on-road emission measurements are sensitive to variations in driving style, traffic circumstances, ambient conditions and other factors (see also section 5.2). Also, the tested vehicles differ considerably in size, weight and construction/lay-out. As a consequence the vehicles cannot be ranked on the basis of the results presented here.

General notes in relation to Table 3 and Table 4:

- “displ.” in Table 3 stands for engine displacement.
- “power” in Table 3 stands for rated power as specified by the manufacturer
- For vehicles 1 to 10 the “code” in Table 3 and Table 4 is identical to the identification code used for presenting results on these vehicles in previous reports in which these results have been anonymized.
- “date” in Table 3 stands for the month in which the tests have taken place. In general a test program lasts several days. In many cases different measurements were done on a vehicle in a period of a few weeks.
- “number of vehicles” in Table 3 stands for the number of vehicles of the same make/model/variant that have been tested. If this number is larger than 1, the test results in Table 4 have been averaged over the tested vehicles.
- “Ambient T [°C] PEMS/SEMS” in Table 3 stands for the bandwidth of ambient temperatures during testing of the vehicle on the road with PEMS or SEMS. The temperature ranges indicated here are based on the recordings of the Dutch weather institute KNMI for the region in which the tests took place[20].
- “TA limit” in Table 4 stands for the Type Approval limit applicable to the NEDC test with cold start.
- “cold st.” resp. “hot st.”in Table 4 stand for “cold start” resp. “hot start”.
- “dyna” in Table 4 stands for the TNO-Dynacycle, as described in section 2.2.2.
- The term “avg.” under “all tests” in Table 4 stands for the average emissions determined over all on-road tests carried out with PEMS or SEMS on a given vehicle. Please note that this average is <u>not</u> the average over the three results on the reference trips with cold and hot start and the urban trip, as listed in the table. Instead, this is the average result over all trips measured on the vehicle. This set of trips e.g. also includes trips used for assessing emissions while driving at constant speeds and highway trips assessing emissions at high speeds.
    - For the vehicles tested with 28% and 100% payload the average emission values and associated standard deviation, listed for the SEMS measurements on the road, are the average of the results for the tests with 28% and 100% payload.
- The term “Stdev” under “all tests” in Table 4 represents the standard deviation associated with the above mentioned average.
- The “distance” in the shaded columns in Table 4 is the total driven distance over which emissions have been monitored using SEMS or PEMS, and also the total distance over which emissions as listed under “avg.” have been averaged.

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[20] In most measurements on the road also the ambient temperature reading from a thermometer connected to the PEMS/SEMS system as well as the engine’s air inlet temperature are recorded.

5 General considerations and additional specific information relevant for the interpretation of the presented test results

5.1 General considerations

- The NEDC test with cold start is the so-called Type 1 test from the European type approval test protocol. It is only one of the many tests that must be performed as part of the type approval process, and the emission limit applicable to the test is only a small part of the complete spectrum of vehicle requirements that manufacturers are obliged to comply with. In addition to the Type 1 test also durability testing, low temperature tests and evaporative emissions testing is required. Furthermore Conformity of Production (CoP) testing, also in the laboratory on the NEDC, is part of the legislation to ensure compliance of all production vehicles to the emission standard.
- If the emissions of an individual vehicle as tested by TNO exceed the applicable limit on the Type 1 test, this cannot be interpreted as non-compliance. The European type approval regulation contains provisions for testing the in-service conformity of vehicle models. These describe criteria for vehicle selection (proper maintenance, no indications of abuse, no OBD issues or faults, no evidence of mis-fueling, etcetera), the minimum number of vehicles to be tested, and a procedure for testing a larger number of vehicles and statistical evaluation of the test results if initial tests indicate a possible non-compliance.
- Vehicles tested by TNO are generally in an appropriate state, corresponding to proper maintenance. In most cases, when an NEDC test is carried out according to the official type-approval test protocol, this test shows emissions below, or close to, the emission limit value. This is an indication, no more or less, that the vehicle and its emission reduction technology are in principle in a proper condition and can serve the purpose of this specific monitoring goal. Therefore, the high NO_x emission results observed in tests by TNO on a large sample of vehicles under a variety of other laboratory and real-world test circumstances cannot generally be linked to malfunctions of the vehicles.[21]
- The compliance of a vehicle with the emission limits as set in the type approval Regulation (EC) No. 715/2007 is demonstrated by the NEDC test, to be carried out in accordance with the requirements and procedures as prescribed in implementing Regulation No. 692/2008. Other test cycles or real-world driving procedures which are not described in the mandatory EU legislation cannot formally be used to judge if a vehicle is in compliance with the given emission limits.

5.2 Considerations related to variations in test results

- Overall a large variety of parameters and operating conditions may influence the outcome of an emission test in g/km. These parameters and conditions interact in a complex and in general vehicle-specific way, making it difficult to

[21] It should be noted that all LCVs that were tested on the road have not undergone laboratory testing, so that for these vehicles no NEDC test result is available as indication of their proper technical state.

directly relate observed differences between type approval test results and results of other laboratory or on-road testing to specific test conditions or characteristics of the vehicle or its technology and controls without performing specific tests or modelling. The most important factors are:

  - Vehicle weight: roller bench setting or actual weight when measuring on the road, including passengers, luggage, load (weight of transported goods) and test equipment;
  - Road load, in particular rolling resistance variations with tyre type, tyre pressure, tyre condition, and the road surface (condition) when measuring on the road;
  - Air drag and the variation thereof with temperature, humidity, and precipitation, and the installation of PEMS equipment;
  - The history of the vehicle, including the run-in period of the vehicle (odometer setting) and state of maintenance;
  - The preconditioning of the vehicle, including the tyre pressure of the warm tyres, and the temperature of the engine and the driveline prior to the test;
  - The type of lubricants and the lubricant levels;
  - The loading of the DPF with soot from driving prior to the test;
  - The battery state-of-charge;
  - The running of electric equipment, in particular lights and air-conditioning[22], and the effect of solar radiation and temperature on the power used by the latter;
  - The gear-shift strategy, as well as the motoring and clutch engagement;
  - Engagement of the stop-start system when available and its functioning for the operation mode of the vehicle;
  - The ambient temperature and humidity during the test;
  - The driving cycle in the laboratory, and the variant thereof in the case of the CADC and WLTP;
  - The driving behaviour in general (actual and average speed, dynamics in terms of accelerations and decelerations);
  - Braking strategies in particular when driving within the bounds of a prescribed driving cycle on a chassis dynamometer.

- Based on physical principles associated with NO_x formation in the combustion process, the variations in the (combination of) parameters listed above between the type approval test and driving under real-world conditions in the lab or on the road are not expected to yield an increase in (engine out) NO_x emissions in g/km by a factor of 3 or more as observed, with the exception of stop-and-go traffic in urban areas and velocities above 150 km/h.
- An emission test may have a variety of outcomes, which cannot always be traced back to typical inputs and determinants, either because these are not monitored or because the relation between inputs and emission outputs is not straightforward.
- A well-known example of generally undetected influences is rapid accelerator movements by the driver’s foot. These hardly give rise to variations in velocity and the variation is not observable in a 1 Hz signal, but they may strongly increase emissions. One has to resort to 10 Hz signals, and possibly logging of some additional signals, to be able to detect such driver behaviour. TNO does not execute such tests and does not investigate in what artificial manner high

[22] See section 2.3.4 for a note on the possible additional A/C use in case of on-road testing with PEMS.

emissions can be achieved with different vehicles. Instead TNO aims to mimic normal driving as well as possible.

- Gear shift strategies generally affect the results of emission tests, both in the lab and on the road. For the van emissions reported here no consistent conclusions can be drawn on the impact of gear shifting strategies on NO_x emissions. For the WLTP the gear shift strategy is not yet fully defined: manufacturers will have freedom in prescribing strategies, and gear-shift indicators can be essential for repeating the future type-approval test according to the prescription of the manufacturer.
- In the measurements the impact on NO_x emissions of changing the payload from 28% to 100% was an increase of around 10 to 15%. But the effect was not consistent for all vehicles, as in some measurements (see column “city hot start” in Table 4) increasing the payload led to a decrease in NO_x emissions.
- In the state of the vehicle on the test, the battery state-of-charge and the running of electrical equipment are further important aspects that may influence the emission test result. If electrical equipment is running or the battery is depleted prior to the test, the alternator will require work, yielding a higher engine load. This may be a small change compared to the total work but may take the engine away from the conditions of the type-approval test for which modern vehicles seem highly optimized. In some cases the vehicle was specially prepared by TNO to examine this effect, in other cases the effect may have influenced the outcome in an unknown manner. Especially with on-road testing the influence of the running of electric equipment is unknown. It is, however, seldom a deliberate action in the test setup for on-road testing to increase the overall power consumption.

5.3 Additional information on specific vehicles and tests

- The testing of LCVs (Light Commercial Vehicles) on the road was a test case for the SEMS equipment, and therefore many cross checks were performed. However, it was also the first time that real-world emissions of vans were determined on road. In order to ensure appropriate results, not biased by the test protocol, the drivers were instructed to drive moderately. This is however unlike the typical observations of Dutch road users who often see speeding vans and aggressive driving with vans.
- The average payload of vans on the road is unknown. Hence, two payloads were used in the test program: the official WLTP 28% payload and the 100% payload. This test program for real-world emissions is very unlike the current type-approval testing of LCVs for which a favourable table road value from UNECE regulation R83 is used in most cases. As a result the vehicle test mass in the type approval laboratory does not really reflect the fact these vehicle are used to carry goods or equipment. The official type-approval test therefore deviates more from the estimated real-world usage than it does for passenger cars. In part this may explain the larger differences in NO_x emissions observed for vans than for passenger cars.
- Two of the Mercedes Sprinters that were tested (vehicles 5 and 12 in Table 3 and Table 4) are multi-stage vans with a square cargo box mounted behind the cabin. This negatively affects the vehicle’s aerodynamics. The higher engine load resulting from that is a likely cause of the higher on-road NO_x emissions.

All other tested vans are panel vans, which have a better streamline and therefore lower air drag.

- One of the Mercedes Sprinters (vehicle 12 in Table 3 and Table 4) was equipped with a Euro VI engine, type approved in accordance with the regulations for heavy duty vehicles. The vehicle as a whole has type approval as N1. The vehicle is equipped with EGR and SCR as emission reduction measures, while all tested Euro 5 LCVs only have EGR.

With respect to tests of specific vehicle models additional information is provided as listed below. For some vehicles information received from manufacturers is included. TNO regards this information as technically plausible, but has not verified the statements and does not give any judgement on the extent to which explanations provided are acceptable in the light of the emission regulation.

- The Mercedes Sprinter that was tested on the roller bench (vehicle 11 in Table 3 and Table 4), had a NO_x emission on the NEDC with cold start that was just above the applicable limit. This vehicle was part of a European test programme exploring the correlation between NEDC and WLTP. Additional NEDC cold start tests, carried out by the manufacturer on the same vehicle within the same period at different test facilities, showed NO_x emissions well below the limit (test result = 180 mg/km). As explained in section 5.1, this exceedance for an individual vehicle test carried out by TNO cannot be interpreted as non-compliance with the Euro 5 standard.

6 Observations and interpretation

6.1 General caveats with regard to interpretation of the test results

- The tests performed by TNO are not intended nor suitable for enforcement purposes and are not suitable for identifying or claiming fraud or other vehicle-related irregularities in a technically and legally watertight way. The observed high NO_x emissions under real-world test conditions can and should therefore not be interpreted as an indication for the use of so-called “defeat devices”, “cycle beating” or other strategies that are prohibited by European vehicle emission legislation. Instead the test program has been designed to generate insight in the overall real-world emission behaviour of vehicles, required for environmental policy making and evaluation, as well as inputs for the activities of the Dutch government in the context of decision making processes for improving vehicle emission legislation and the associated test procedures.
- For each make or model, only a single vehicle or a small number of vehicles are tested, which means that it cannot be ruled out that the results correlate to the specific condition of the tested vehicles.
- Emission numbers reported in Table 4 are values as they occur on a range of tests. Emission results for on-road tests are emissions of specific individual vehicles as they occur under the varying operating conditions that have been measured on the road. The results in Table 4 cannot be interpreted or used as emission factors. Emission factors are estimates of the overall average emissions of a specific vehicle class, or of the average emissions of a specific vehicle class under specific average driving conditions on a specified road type. TNO determines emission factors for road vehicles based on analysis of the detailed emission behaviour (emissions as function of speed and driving dynamics) measured on a sufficiently large number of different vehicles from the same class, combined with detailed speed-time profiles that are representative of the average driving behaviour for the road types and traffic conditions for which these emission factors are determined.
- The ratio of real-world NO_x emissions over the NEDC value cannot be directly compared with the so-called Conformity Factor as defined in the RDE. In the RDE regulation the Conformity Factor is applied to an aggregated test result that is derived from the raw test data using a prescribed filtering tool. The real-world data in this report are unfiltered results based on total emissions measured over the lab test or road trip divided by the distance driven. Furthermore, as explained in section 2.3.3, RDE trips need to be within a certain bandwidth of driving circumstances and behaviour as well as ambient condition, and need to have a prescribed structure. The real-world trips used by TNO do not necessarily meet these requirements.
- As explained in sections 2.3.2 and 5.2 on-road emission measurements are sensitive to variations in driving style, traffic circumstances, ambient conditions and a range of other factors. Also, the tested vehicles differ considerably in size, weight and construction/lay-out. As a consequence the tested vehicles cannot be ranked with respect to their emission performance on the basis of the results presented in Table 4.

- Numbers and bandwidths mentioned in the conclusions below are based on the data as presented in Table 4. These data are in many cases averages over a number of trips or over longer trips. The numbers and bandwidths specified here may therefore deviate from values mentioned in previous reports, which were often based on variations in the detailed test results underlying the aggregates reported in Table 4. Please note in this respect the high standard deviations of the on-road emission measurements listed in Table 4.

6.2 General observations

- Overall it is observed that NO_x emissions of Euro 5 light commercial vehicles as measured under real-world conditions in the lab or on the road are significantly higher than the values measured on the type approval test or the limit applicable to that test.
- This emission behaviour is seen across wide range of makes and models.
- In on-road testing using SEMS, Euro 5 light commercial vehicles emitted on average five to six time more NO_x than the Euro 5 limit value of 235 respectively 280 mg/km[23] that is demanded on the type approval test. Their average real-world NO_x emissions ranged from around 800 to more than 2000 mg/km. The results from the ten vehicles revealed a relatively small spread.
- The three models, that were tested on the chassis dynamometer, were found to comply with the Euro 5 type approval limit of 235 respectively 280 mg/km on the NEDC cycle with cold start. On the NEDC test with hot start, the CADC, the TNO-Dynacycle and the WLTC these vehicles show significantly elevated NO_x emission levels.
- These test results confirm the results of earlier studies on vehicles up to Euro 4: diesel vehicles comply with type approval requirements on the type approval test, but produce far higher NO_x emissions under real-world driving conditions. The results seem to indicate that the trend of a growing difference between type-approval and real-world emissions continues, at least up to Euro 5.
- In the past, the difference between type approval and real-world emissions could be partly linked to a difference in driving behaviour and conditions between the real world and the type approval tests. Nowadays, the real-world NO_x emissions are higher, even when a vehicle is driven under conditions that are comparable to the type approval test conditions. For example, in passenger cars higher NO_x emissions are generally observed when starting a type approval test with a hot engine. Similar behaviour is seen for the Mercedes Sprinter that was tested on the roller bench.
- Detailed measurements on a limited number of Euro 6 passenger cars, in which emissions were measured in front of as well as behind the SCR, indicate that the SCR is functioning under all conditions and is providing a more or less constant absolute level of reduction (difference in g/km in front of and behind SCR)[24]. This suggests that the high real-world emissions observed on these vehicles, and the large variation therein, is most likely related to the operation of

[23] The limit of 235 mg/km applies to Euro 5 light commercial vehicles of Class II (1305 kg < gross vehicle weight ≤1760 kg). The 280 mg/km applies to LCVs of class III (1760 kg < gross vehicle weight ≤ 3500 kg).

[24] See TNO 2015 R10702 *Detailed investigations and real-world emission performance of Euro 6 diesel passenger cars*.

engine components such as injection and EGR in response to operating conditions and the applied control strategies.

- It is noteworthy that the best performing vehicle in the test program was a Mercedes Sprinter with a Euro VI engine, type approved in accordance with the regulations for heavy duty vehicles and equipped with an SCR catalyst. On average this vehicle emitted around 200 mg/km in tests on the road.

6.3 Concluding remarks

It should be re-emphasized that the main objective of the project, of which detailed results are reported here, is not to evaluate the compliance of individual vehicles or vehicle models with emission legislation, nor to perform a comparative assessment of the environmental performance of individual models. Due to the limitations of the test programme, and especially in view of the myriad of factors that affect results of emission testing on the road, drawing conclusions with respect to origins of the emission behaviour of individual models or brands is not justified unless a significant specific testing effort is added.

The main conclusion from the work of TNO for the Dutch Ministry of Infrastructure and the Environment is that subsequent lowering of the type approval emission limits between Euro 1 and Euro 5 by a factor of 5 has not led to substantial reductions of the NO_x emissions of diesel passenger cars and vans on the road.[25] The observed reductions in average NO_x emissions vary between zero and about 50% depending on vehicle category and road type.

In the Netherlands the high real-world NO_x emissions of diesel vehicles, as reported here and in previous reports, are fully taken into account in the official emission factors that are used in the design and evaluation of national, regional and local air quality measures. The results reported here therefore do not lead to new insights regarding the extent to which European air quality standards are met in the Netherland, nor regarding the effectiveness of specific air quality measures taken by national, regional and municipal governments.

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[25] See: *Emissions of nitrogen oxides and particulates of diesel vehicles*, report number TNO 2015 R10838, 11 June 2015

7 Previous reports on NO_x emissions of light duty diesel vehicles

Results presented in this report are based on research of which the results have previously been published in:

- On-road NO_x and CO_2 investigations of Euro 5 Light Commercial Vehicles, report number TNO 2015 R10192, 9 March 2015.
- Emissions of nitrogen oxides and particulates of diesel vehicles, report number TNO 2015 R10838, 11 June 2015.

Other recent TNO-reports on real-world emissions of light duty diesel vehicles are listed below:

- Verkennende metingen van schadelijke uitlaatgasemissies van personenvoertuigen met Euro-6 dieseltechnologie (in Dutch), report number MON-RPT-2010-02278, 8 September 2010.
- Determination of Dutch NO_x emission factors for Euro-5 diesel passenger cars, report number TNO 2012 R11099, 7 December 2012.
- Investigations and real world emissions performance of Euro 6 light-duty vehicles, report number 2013 R11891, 5 December 2013.
- Detailed investigations and real-world emission performance of Euro 6 diesel passenger cars, report number TNO 2015 R10702, 18 May 2015.
- Uitstoot van stikstofoxiden en fijnstof door dieselvoertuigen (in Dutch), report number TNO 2015 R10733, 26 May 2015.
- Emission performance of a diesel plug-in hybrid vehicle, report number TNO 2015 R10858 v1, 19 June 2015.
- NO_x emissions of Euro 5 and Euro 6 diesel passenger cars – test results in the lab and on the road, report number TNO 2016 R10083, 9 March 2016
- 2016 Emission factors for diesel Euro-6 passenger cars, light commercial vehicles and Euro-VI trucks, report number TNO 2016 R10304v2, 7 March 2016

These reports are available from www.tno.nl.

8 Abbreviations

CADC	=	Common Artemis Driving Cycle
CO_2	=	carbon dioxide
DPF	=	Diesel Particulate Filter
EGR	=	Exhaust Gas Recirculation
FTP	=	Federal Test Procedure (= US test protocol)
GVW	=	Gross Vehicle Weight
HD	=	heavy duty vehicles (trucks and buses)
LCV	=	light commercial vehicle (van)
LD	=	light duty vehicles (passenger cars and vans)
LNT	=	lean NO_x Trap
NEDC	=	New European Driving Cycle
NH_3	=	ammonia
NO_x	=	nitrogen oxides
PEMS	=	Portable Emission Measurement System
RDE	=	Real Driving Emissions
RDW	=	Rijksdienst voor het Wegverkeer (Dutch road-vehicle authority)
RW	=	real-world
SEMS	=	Smart Emission Measurement System
SCR	=	Selective Catalytic Reduction
TNO	=	Netherlands Organization for Applied Research
WLTC	=	Worldwide harmonized Light duty driving Test Cycle
WLTP	=	Worldwide harmonized Light vehicles Test Procedures

9 Signature

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