Article 2

Definitions

For the purposes of this Regulation, the following definitions shall apply:

(1) ‘vehicle type with regard to emissions and vehicle repair and maintenance information’ means a group of vehicles which:

(a) do not differ with respect to the criteria constituting an "interpolation family" as defined in point 5.6 of Annex XXI;

(b) fall in a single "CO_2 interpolation range" as defined in point 1.2.3.2 of sub-Annex 6 to Annex XXI;

(c) do not differ with respect to any characteristics that have a non-negligible influence on tailpipe emissions, such as, but not limited to, the following:

– types and sequence of pollution control devices (e.g. three-way catalyst, oxidation catalyst, lean NO_x trap, SCR, lean NO_x catalyst, particulate trap or combinations thereof in a single unit);

– exhaust gas recirculation (with or without, internal/external, cooled/non-cooled, low/high pressure).

(3) ‘odometer’ means an instrument indicating to the driver the total distance driven by the vehicle since its production;

(4)

(5) ‘engine capacity’ means either of the following:

(a) for reciprocating piston engines, the nominal engine swept volume;

(b) for rotary piston (Wankel) engines, double the nominal engine swept volume;

(6) ‘periodically regenerating system’ means an exhaust emissions control device (e.g. catalytic converter, particulate trap) that requires a periodical regeneration process in less than 4000 km of normal vehicle operation;

(11) ‘bi fuel vehicle’ means a vehicle with two separate fuel storage systems that can run part-time on two different fuels and is designed to run on only one fuel at a time;

(13) ‘flex fuel vehicle’ means a vehicle with one fuel storage system that can run on different mixtures of two or more fuels;

(20) ‘malfunction’ means the failure of an emission-related component or system that would result in emissions exceeding the limits in section 2.3 of Annex XI or if the OBD system is unable to fulfil the basic monitoring requirements set out in Annex XI;

(26) ‘vehicle OBD information’ means information relating to an on-board diagnostic system for any electronic system on the vehicle

(27) ‘reagent’ means any product other than fuel that is stored on-board the vehicle and is provided to the exhaust after-treatment system upon request of the emission control system;

(37) ‘net power’ means the power obtained on a test bench at the end of the crankshaft or its equivalent at the corresponding engine or motor speed with the auxiliaries, tested in accordance with Annex XX (Measurements of net power and the maximum 30 minutes power of electric drive train), and determined under reference atmospheric conditions;

(38) ‘rated engine power (P_{rated})’ means maximum engine power in kW as per the requirements of Annex XX to this Regulation;

(41) ‘Real driving emissions (RDE)’ means the emissions of a vehicle under its normal conditions of use;

(42) ‘Portable emissions measurement system’ (PEMS) means a portable emissions measurement system meeting the requirements specified in Appendix 1 to Annex IIIA;

ANNEX IIIA

VERIFYING REAL DRIVING EMISSIONS

1. INTRODUCTION, DEFINITIONS AND ABBREVIATIONS

1.1. Introduction

This Annex describes the procedure to verify the Real Driving Emissions (RDE) performance of light passenger and commercial vehicles.

1.2. Definitions

1.2.1. '*Accuracy*' means the deviation between a measured or calculated value and a traceable reference value.

1.2.2. '*Analyser*' means any measurement device that is not part of the vehicle but installed to determine the concentration or the amount of gaseous or particle pollutants.

1.2.3. '*Axis intercept*' of a linear regression (a_0) means:

$(a_0)(y(a_1x))$

where:

a_1		is the slope of the regression line
(x)		is the mean value of the reference parameter
(y)		is the mean value of the parameter to be verified

1.2.4. '*Calibration*' means the process of setting the response of an analyser, flow-measuring instrument, sensor, or signal so that its output agrees with one or multiple reference signals.

1.2.5. '*Coefficient of determination*' (r^2) means:

$(r2)(1((n_{i\ 1}[y_i\ a_0(a_1\ x_i)]2)(n_{i\ 1}(y_iy)2)))$

where:

a_0		is the axis intercept of the linear regression line
a_1		is the slope of the linear regression line
x_i		is the measured reference value
y_i		is the measured value of the parameter to be verified
(y)		is the mean value of the parameter to be verified
n		is the number of values

1.2.6. '*Cross-correlation coefficient*' (r) means:

$(r)((n\ 1_{i\ 1}(x_ix))(y_iy)^{(n\ 1}{}_{i\ 1}{}^{(x}{}_i{}^{x)2)}\surd^{(n\ 1}{}_{i\ 1}{}^{(y}{}_i{}^{y)2)}\surd)$

where:

x_i		is the measured reference value
y_i		is the measured value of the parameter to be verified
(x)		is the mean reference value
(y)		is the mean value of the parameter to be verified
n		is the number of values

1.2.7. '*Delay time*' means the time from the gas flow switching (t_0) until the response reaches 10 per cent (t_{10}) of the final reading.

1.2.8. '*Engine control unit (ECU) signals or data*' means any vehicle information and signal recorded from the vehicle network using the protocols specified in point 3.4.5.of Appendix 1.

1.2.9. '*Engine control unit*' means the electronic unit that controls various actuators to ensure the optimal performance of the powertrain.

1.2.10. '*Emissions*' also referred to as '*components*', '*pollutant components*' or '*pollutant emissions*' means the regulated gaseous or particle constituents of the exhaust.

1.2.11. '*Exhaust*', also referred to as exhaust gas, means the total of all gaseous and particulate components emitted at the exhaust outlet or tailpipe as the result of fuel combustion within the vehicle's internal combustion engine.

1.2.12. '*Exhaust emissions*' means the tailpipe emissions of gaseous, solid and liquid compounds.

1.2.13. '*Full scale*' means the full range of an analyser, flow-measuring instrument or sensor as specified by the equipment manufacturer. If a sub-range of the analyser, flow-measuring instrument or sensor is used for measurements, full scale shall be understood as the maximum reading.

1.2.14. '*Hydrocarbon response factor*' of a particular hydrocarbon species means the ratio between the reading of a FID and the concentration of the hydrocarbon species under consideration in the reference gas cylinder, expressed as $ppmC_1$.

1.2.15. '*Major maintenance*' means the adjustment, repair or replacement of an analyser, flow-measuring instrument or sensor that could affect the accuracy of measurements.

1.2.16. '*Noise*' means two times the root mean square of ten standard deviations, each calculated from the zero responses measured at a constant frequency which is a multiple of 1,0 Hz during a period of 30 seconds..

1.2.17. '*Non-methane hydrocarbons*' (NMHC) means the total hydrocarbons (THC) excluding methane (CH_4).

1.2.18. '*Particle number emissions*' (PN) means the total number of solid particles emitted from the vehicle exhaust quantified according to the dilution, sampling and measurement methods as specified in Annex XXI.

1.2.19. ‘*Precision*’ means 2.5 times the standard deviation of 10 repetitive responses to a given traceable standard value.

1.2.20. ‘*Reading*’ means the numerical value displayed by an analyser, flow-measuring instrument, sensor or any other measurement devise applied in the context of vehicle emission measurements.

1.2.21. ‘*Response time*’ (t_{90}) means the sum of the delay time and the rise time.

1.2.22. ‘*Rise time*’ means the time between the 10 per cent and 90 per cent response ($t_{90} – t_{10}$) of the final reading.

1.2.23. ‘*Root mean square*’ (x_{rms}) means the square root of the arithmetic mean of the squares of values and defined as:

$(x_{rms})(^{(1n(x2}{}_{1}\ {}^{x2}{}_{2}\ {}^{\ldots\ x2}{}_{n}{}^{))}\surd)$

where:

x		is the measured or calculated value
n		is the number of values

1.2.24. ‘*Sensor*’ means any measurement device that is not part of the vehicle itself but installed to determine parameters other than the concentration of gaseous and particle pollutants and the exhaust mass flow.

1.2.25. ‘*Span*’ means to adjust an instrument so that it gives a proper response to a calibration standard that represents between 75 per cent and 100 per cent of the maximum value in the instrument range or expected range of use.

1.2.26. ‘*Span response*’ means the mean response to a span signal over a time interval of at least 30 seconds.

1.2.27. ‘*Span response drift*’ means the difference between the mean response to a span signal and the actual span signal that is measured at a defined time period after an analyser, flow-measuring instrument or sensor was accurately spanned.

1.2.28. ‘*Slope*’ of a linear regression (a_1) means:

$(a_1)((n_{i\ 1}(y_i y)(x_i x))(n_{i\ 1}(x_i x)2))$

where:

(x)		is the mean value of the reference parameter
(y)		is the mean value of the parameter to be verified
x_i		is the actual value of the reference parameter
y_i		is the actual value of the parameter to be verified
n		is the number of values

1.2.29. ‘*Standard error of estimate*’ (*SEE*) means:

$(SEE)(1x_{max}{}^{(n}{}_{i\ 1}{}^{(y}{}_{i}{}^{\ \acute{y})2(n\ 2))}\surd)$

where:

ý		is the estimated value of the parameter to be verified
y_i		is the actual value of the parameter to be verified
x_{max}		is the maximum actual value of the reference parameter
n		is the number of values

1.2.30. ‘*Total hydrocarbons*’ (THC) means the sum of all volatile compounds measurable by a flame ionization detector (FID).

1.2.31. ‘*Traceable*’ means the ability to relate a measurement or reading through an unbroken chain of comparisons to a known and commonly agreed standard.

1.2.32. ‘*Transformation time*’ means the time difference between a change of concentration or flow (t_0) at the reference point and a system response of 50 per cent of the final reading (t_{50}).

1.2.33. ‘*Type of analyser*’, also referred to as ‘*analyser type*’ means a group of analysers produced by the same manufacturer that apply an identical principle to determine the concentration of one specific gaseous component or the number of particles.

1.2.34. ‘*Type of exhaust mass flow meter*’ means a group of exhaust mass flow meters produced by the same manufacturer that share a similar tube inner diameter and function on an identical principle to determine the mass flow rate of the exhaust gas.

1.2.35. ‘*Validation*’ means the process of evaluating the correct installation and functionality of a Portable Emissions Measurement System and the correctness of exhaust mass flow rate measurements as obtained from one or multiple non-traceable exhaust mass flow meters or as calculated from sensors or ECU signals.

1.2.36. ‘*Verification*’ means the process of evaluating whether the measured or calculated output of an analyser, flow-measuring instrument, sensor or signal agrees with a reference signal within one or more predetermined thresholds for acceptance.

1.2.37. ‘*Zero*’ means the calibration of an analyser, flow-measuring instrument or sensor so that it gives an accurate response to a zero signal.

1.2.38. ‘*Zero response*’ means the mean response to a zero signal over a time interval of at least 30 seconds.

1.2.39. ‘*Zero response drift*’ means the difference between the mean response to a zero signal and the actual zero signal that is measured over a defined time period after an analyser, flow-measuring instrument or sensor has been accurately zero calibrated.

1.2.40. ‘Off-vehicle charging hybrid electric vehicle’ (OVC-HEV) means a hybrid electric vehicle that can be charged from an external source.

1.2.41. ‘Not off-vehicle charging hybrid electric vehicle’ (NOVC-HEV) means a vehicle with at least two different energy converters and two different energy storage systems that are used for the purpose of vehicle propulsion and that cannot be charged from an external source.

1.3. Abbreviations

Abbreviations refer generically to both the singular and the plural forms of abbreviated terms.

CH_4	—	Methane
CLD	—	ChemiLuminescence Detector
CO	—	Carbon Monoxide
CO_2	—	Carbon Dioxide
CVS	—	Constant Volume Sampler
DCT	—	Dual Clutch Transmission
ECU	—	Engine Control Unit
EFM	—	Exhaust mass Flow Meter
FID	—	Flame Ionisation Detector
FS	—	full scale
GPS	—	Global Positioning System
H_2O	—	Water
HC	—	HydroCarbons
HCLD	—	Heated ChemiLuminescence Detector
HEV	—	Hybrid Electric Vehicle
ICE	—	Internal Combustion Engine
ID	—	identification number or code
LPG	—	Liquid Petroleum Gas
MAW	—	Moving Average Window
max	—	maximum value
N_2	—	Nitrogen
NDIR	—	Non-Dispersive InfraRead analyser
NDUV	—	Non-Dispersive UltraViolet analyser
NEDC	—	New European Driving Cycle
NG	—	Natural Gas

NMC	—	Non-Methane Cutter
NMC-FID	—	Non-Methane Cutter in combination with a Flame-Ionisation Detector
NMHC	—	Non-Methane HydroCarbons
NO	—	Nitrogen Monoxide
No.	—	Number
NO_2	—	Nitrogen Dioxide
NO_X	—	Nitrogen Oxides
NTE	—	Not-to-exceed
O_2	—	Oxygen
OBD	—	On-Board Diagnostics
PEMS	—	Portable Emissions Measurement System
PHEV	—	Plug-in Hybrid Electric Vehicle
PN	—	particle number
RDE	—	Real Driving Emissions
RPA	—	Relative Positive Acceleration
SCR	—	Selective Catalytic Reduction
SEE	—	Standard Error of Estimate
THC	—	Total HydroCarbons
UN/ECE	—	United Nations Economic Commission for Europe
VIN	—	Vehicle Identification Number
WLTC	—	Worldwide harmonized Light vehicles Test Cycle
WWH-OBD	—	WorldWide Harmonised On-Board Diagnostics

2. GENERAL REQUIREMENTS

2.1 Not-to-exceed emission limits

Throughout the normal life of a vehicle type approved according to Regulation (EC) No 715/2007, its emissions determined in accordance with the requirements of this Annex and emitted at any possible RDE test performed in accordance with the requirements of this Annex, shall not be higher than the following pollutant-specific not-to-exceed (NTE) values:

$NTE_{pollutant} = CF_{pollutant}$ x EURO-6 where EURO-6 is the applicable Euro 6 emission limit laid down in Table 2 of Annex I to Regulation (EC) No 715/2007.

2.1.1 Final Conformity Factors

The conformity factor $CF_{pollutant}$ for the respective pollutant is specified as follows:

Pollutant	Mass of oxides of nitrogen (NO_x)	Number of particles (PN)	Mass of carbon monoxide (CO)[1]	Mass of total hydrocarbons (THC)	Combined mass of total hydrocarbons and oxides of nitrogen ($THC + NO_x$)
$CF_{pollutant}$	1 + *margin* NOx with *margin* NOx = 0,43	1 + *margin* PN with *margin* PN = 0,5	—	—	—

2.1.2 Temporary Conformity Factors

By way of exception to the provisions of point 2.1.1, during a period of 5 years and 4 months following the dates specified in Article 10(4) and (5) of Regulation (EC) 715/2007 and upon request of the manufacturer, the following temporary conformity factors may apply:

Pollutant	Mass of oxides of nitrogen (NO_x)	Number of particles (PN)	Mass of carbon monoxide (CO)[2]	Mass of total hydrocarbons (THC)	Combined mass of total hydrocarbons and oxides of nitrogen ($THC + NO_x$)
$CF_{pollutant}$	2,1	1 + *margin PN* with *margin* PN =	—	—	—

[1] CO emissions shall be measured and recorded at RDE tests.*margin* is a parameter taking into account the additional measurement uncertainties introduced by the PEMS equipment, which are subject to an annual review and shall be revised as a result of the improved quality of the PEMS procedure or technical progress. 'margin PN' is a parameter taking into account the additional measurement uncertainties introduced by the PEMS PN equipment, which are subject to an annual review and shall be revised as a result of the improved quality of the PEMS PN procedure or technical progress.

[2] CO emissions shall be measured and recorded at RDE tests. 'margin PN' is a parameter taking into account the additional measurement uncertainties introduced by the PEMS PN equipment, which are subject to an annual review and shall be revised as a result of the improved quality of the PEMS PN procedure or technical progress.

		0,5			

The application of temporary conformity factors shall be recorded in the certificate of conformity of the vehicle. For type approvals under this exception there shall be no declared maximum RDE value.

2.1.3 The manufacturer shall confirm compliance with point 2.1 by completing the certificate set out in Appendix 9. Verification of compliance shall be made in accordance with the rules of in-service conformity.

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2.2. The RDE tests required by this Annex at type approval and during the lifetime of a vehicle provide a presumption of conformity with the requirement set out in point 2.1. The presumed conformity may be reassessed by additional RDE tests.

2.3. Member States shall ensure that vehicles can be tested with PEMS on public roads in accordance with the procedures under their own national law, while respecting local road traffic legislation and safety requirements. If the respective PEMS test is not required by this Regulation the manufacturer may charge a reasonable fee similar to the provision in Article 7(1) of Regulation (EC) No 715/2007.

2.4. Manufacturers shall ensure that vehicles can be tested with PEMS by an independent party on public roads, e.g. by making available suitable adapters for exhaust pipes, granting access to ECU signals and making the necessary administrative arrangements. If the respective PEMS test is not required by this Regulation the manufacturer may charge a reasonable fee as set out in Article 7(1) of Regulation (EC) No 715/2007.

3. RDE TEST TO BE PERFORMED

3.1. The following requirements apply to PEMS tests referred to in Article 3(11), second subparagraph.

3.1.0. The requirements of point 2.1 shall be fulfilled for the urban and the complete PEMS trip, where the emissions of the vehicle tested shall be calculated in accordance with Appendices 4 and 6, and shall remain always equal or below the NTE ($M_{RDE,k} \leq NTE_{pollutant}$).

3.1.1. For type approval, the exhaust mass flow shall be determined by measurement equipment functioning independently from the vehicle and no vehicle ECU data shall be used in this respect. Outside the type approval context, alternative methods to determine the exhaust mass flow can be used according to Appendix 2, Section 7.2.

3.1.2. During type approval tests, if the approval authority is not satisfied with the data quality check and validation results of a PEMS test conducted in accordance with Appendices 1 and 4, the approval authority may consider the test to be void. In such case, the test data and the reasons for voiding the test shall be recorded by the approval authority.

3.1.3. Reporting and dissemination of RDE type approval test information

3.1.3.1. A technical report prepared by the manufacturer in accordance with Appendix 8 shall be made available to the approval authority.

3.1.3.2. The manufacturer shall ensure that the information listed in point 3.1.3.2.1. is made available on a publicly accessible website without costs and without the need for the user to reveal his identity or sign up. The manufacturer shall keep the Commission and Type Approval Authorities informed on the location of the website.

3.1.3.2.1. The website shall allow a wildcard search of the underlying database based on one or more of the following:

Make, Type, Variant, Version, Commercial name, or Type Approval Number, as defined in the Certificate of Conformity, pursuant to Annex IX of Directive 2007/46/EC.

The information described below shall be made available for each vehicle in a search:

– The PEMS family ID to which that vehicle belongs, in accordance with item number 3 in the Transparency List 1 set out in Table 1 of Appendix 5 to Annex II. ;

– the Declared Maximum RDE Values as reported in point 48.2 of the Certificate of Conformity, as described in Annex IX of Directive 2007/46/EC.

3.1.3.3. Upon request, without costs and within 30 days, the manufacturer shall make available the technical report referred to in point 3.1.3.1 to any interested party.

3.1.3.4. Upon request, the type approval authority shall make available the information listed under points 3.1.3.1 and 3.1.3.2 within 30 days of receiving the request. The type approval authority may charge a reasonable and proportionate fee, which does not discourage an inquirer with a justified interest from requesting the respective information or exceed the internal costs of the authority for making the requested information available.

4. GENERAL REQUIRMENTS

4.1. The RDE performance shall be demonstrated by testing vehicles on the road operated over their normal driving patterns, conditions and payloads. The RDE test shall be representative for vehicles operated on their real driving routes, with their normal load.

4.2. For type approval, the manufacturer shall demonstrate to the approval authority that the chosen vehicle, driving patterns, conditions and payloads are representative of the PEMS test family. The payload and ambient conditions requirements, as specified in points 5.1 and 5.2, shall be used *ex-ante* to determine whether the conditions are acceptable for RDE testing.

4.3. The approval authority shall propose a test trip in urban, rural and motorway environments meeting the requirements of point 6. For the purpose of trip design, the urban, rural and motorway parts shall be selected based on a topographic map. The urban part of the trip should be driven on urban roads with a speed limit of 60 km/h or less. In case the urban part of the trip needs to be driven for a limited period of time on roads with speed limit higher than 60 km/h, the vehicle shall be driven with speeds up to 60 km/h.

4.4. If for a vehicle the collection of ECU data influences the vehicle's emissions or performance the entire PEMS test family to which the vehicle belongs as defined in Appendix 7 shall be considered as non-compliant. Such functionality shall be considered as a ‘defeat device’ as defined in Article 3(10) of Regulation (EC) 715/2007.

4.5. In order to also assess emissions during trips in hot start, a certain number of vehicles per PEMS test family, specified in point 4.2.8 in Appendix 7, shall be tested without conditioning the vehicle as described in point 5.3, but with a warm engine with engine coolant temperature and/or engine oil temperature above 70 °C.

4.6. For RDE tests performed during type approval the TAA may verify if the test setup and the equipment used fulfills the requirements of Appendices 1 and 2, through a direct inspection or an analysis of the supporting evidence (e.g. photographs, records).

4.7. Compliance of the software tool used to verify the trip validity and calculate emissions in accordance with the provisions laid down in Appendices 4, 5, 6, 7a, and 7b shall be validated by the tool provider or a type approval authority. Where such software tool is incorporated in the PEMS instrument, proof of the validation shall be provided along with the instrument.

5. BOUNDARY CONDITIONS

5.1. Vehicle payload and test mass

5.1.1. 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.

5.1.2. 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[3].

5.2. Ambient conditions

5.2.1. The test shall be conducted under ambient conditions laid down in this section. The ambient conditions become ‘extended’ when at least one of the temperature and altitude conditions is extended. The correction factor for extended conditions for temperature and

[3] Commission Regulation (EU) No 1230/2012 of 12 December 2012 implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council with regard to type-approval requirements for masses and dimensions of motor vehicles and their trailers and amending Directive 2007/46/EC of the European Parliament and of the Council (OJ L 353, 21.12.2012, p. 31).

altitude shall only be applied once. If a part of the test or the entire test is performed outside of normal or extended conditions, the test shall be invalid.

5.2.2. Moderate altitude conditions: Altitude lower or equal to 700 meters above sea level.

5.2.3. Extended altitude conditions: Altitude higher than 700 meters above sea level and lower or equal to 1300 meters above sea level.

5.2.4. Moderate temperature conditions: Greater than or equal to 273,15 K (0 °C) and lower than or equal to 303,15 K (30 °C).

5.2.5. Extended temperature conditions: Greater than or equal to 266,15 K (– 7 °C) and lower than 273,15 K (0 °C) or greater than 303,15 K (30 °C) and lower than or equal to 308,15 K (35 °C).

5.2.6. By way of derogation from the provisions of points 5.2.4 and 5.2.5 the lower temperature for moderate conditions shall be greater or equal to 276,15 K (3 °C) and the lower temperature for extended conditions shall be greater or equal to 271,15 K (– 2 °C) between the start of the application of binding NTE emission limits as defined in section 2.1 and until five years and four months after the dates given in paragraphs 4 and 5 of Article 10, of Regulation (EC) No 715/2007.

5.3. Vehicle conditioning for cold engine-start testing

Before RDE testing, the vehicle shall be preconditioned in the following way:

Driven for at least 30 min, parked with doors and bonnet closed and kept in engine-off status within moderate or extended altitude and temperatures in accordance with points 5.2.2 to 5.2.6 between 6 and 56 hours. Exposure to extreme atmospheric conditions (heavy snowfall, storm, hail) and excessive amounts of dust should be avoided. Before the test start, the vehicle and equipment shall be checked for damages and the absence of warning signals, suggesting malfunctioning.

5.4. Dynamic conditions

The dynamic conditions encompass the effect of road grade, head wind and driving dynamics (accelerations, decelerations) and auxiliary systems upon energy consumption and emissions of the test vehicle. The verification of the normality of dynamic conditions shall be done after the test is completed, using the recorded PEMS data. This verification shall be conducted in 2 steps:

5.4.1. The excess or insufficiency of driving dynamics during the trip shall be checked using the methods described in Appendix 7a.

5.4.2. If the trip results are valid following the verifications in accordance with point 5.4.1, the methods for verifying the normality of the test conditions as laid down in Appendices 5, 7a and 7b shall be applied.

5.5. Vehicle condition and operation

5.5.1. Auxiliary systems

The air conditioning system or other auxiliary devices shall be operated in a way which corresponds to their typically intended use at real driving on the road. Any use shall be documented. The vehicle windows shall be closed when the air conditioning or heating are used.

5.5.2. Vehicles equipped with periodically regenerating systems

5.5.2.1. ‘Periodically regenerating systems’ shall be understood in accordance with the definition in point 3.8.1 of Annex XXI.

5.5.2.2. All results will be corrected with the K_i factors or with the K_i offsets developed by the procedures in Appendix 1 to sub-annex 6 of Annex XXI for type-approval of a vehicle type with a periodically regenerating system. The K_i factor or the K_i offset shall be applied to the final results after evaluation in accordance with Appendix 6.

5.5.2.3. If the emissions do not fulfil the requirements of point 3.1.0, then the occurrence of regeneration shall be verified. The verification of a regeneration may be based on expert judgement through cross-correlation of several of the following signals, which may include exhaust temperature, PN, CO_2, O_2 measurements in combination with vehicle speed and acceleration. If the vehicle has a regeneration recognition feature declared in Transparency List 1 set out in Table 1 of Appendix 5 to Annex II, it shall be used to determine the occurrence of regeneration. The manufacturer shall also declare in Transparency List 1 of set out in Table 1 of Appendix 5 to Annex II the procedure needed in order to complete the regeneration. The manufacturer may advise how to recognise whether regeneration has taken place in case such a signal is not available.

If regeneration occurred during the test, the result without the application of either the K_i -factor or the K_i offset shall be checked against the requirements of point 3.1.0. If the resulting emissions do not fulfil the requirements, then the test shall be voided and repeated once. The completion of the regeneration and stabilisation through at least 1 hour of driving shall be ensured prior to the start of the second test. The second test is considered valid even if regeneration occurs during it.

5.5.2.4. Even if the vehicle fulfils the requirements of point 3.1.0, the occurrence of regeneration may be verified as in point 5.5.2.3 above. If the presence of regeneration can be proved and with the agreement of the Type Approval Authority, the final results will be calculated without the application of either the K_i factor or the Ki offset.

5.5.3. OVC-HEVs vehicles may be tested in any selectable mode, including battery charge mode.

5.5.4. Modifications that affect the vehicle aerodynamics are not permitted with the exception of the PEMS installation.

5.5.5. The test vehicles shall not be driven with the intention to generate a passed or failed test due to extreme driving patterns that do not represent normal conditions of use. In case of need, verification of normal driving may be based on expert judgement made by or on behalf of the granting type approval authority through cross-correlation on several signals, which may include exhaust flow rate, exhaust temperature, CO_2, O_2 etc. in combination with vehicle speed, acceleration and GPS data and potentially further vehicle data parameters like engine speed, gear, accelerator pedal position etc.

5.5.6. The vehicle shall be in good mechanical condition and shall have been run in and driven at least 3 000 km before the test. The mileage and the age of the vehicle used for RDE testing shall be recorded.

6. TRIP REQUIREMENTS

6.1. The shares of urban, rural and motorway driving, classified by instantaneous speed as described in points 6.3 to 6.5, shall be expressed as a percentage of the total trip distance.

6.2. The trip shall always start with urban driving followed by rural and motorway driving in accordance with the shares specified in point 6.6. The urban, rural and motorway operation shall be run consecutively in accordance with point 6.12, but may also include a trip which starts and ends at the same point. Rural operation may be interrupted by short periods of urban operation when driving through urban areas. Motorway operation may be interrupted by short periods of urban or rural operation, e.g., when passing toll stations or sections of road work.

6.3. Urban operation is characterised by vehicle speeds lower than or equal to 60 km/h.

6.4. Rural operation is characterised by vehicle speeds higher than 60 km/h and lower than or equal to 90 km/h. For N2 category vehicles that are equipped in accordance with Directive 92/6/EEC with a device limiting vehicle speed to 90 km/h, rural operation is characterised by vehicle speed higher than 60 km/h and lower than or equal to 80 km/h.

6.5. Motorway operation is characterised by speeds above 90 km/h. For N2 category vehicles that are equipped in accordance with Directive 92/6/EEC with a device limiting vehicle speed to 90 km/h, motorway operation is characterised by speed higher than 80 km/h.

6.6. The trip shall consist of approximately 34 % per cent urban, 33 % per cent rural and 33 % per cent motorway driving classified by speed as described in points 6.3 to 6.5 above. 'Approximately' shall mean the interval of ±10 per cent points around the stated percentages. The urban driving shall however never be less than 29% of the total trip distance.

6.7. The vehicle velocity shall normally not exceed 145 km/h. This maximum speed may be exceeded by a tolerance of 15 km/h for not more than 3 % of the time duration of the motorway driving. Local speed limits remain in force during a PEMS test, notwithstanding other legal consequences. Violations of local speed limits per se do not invalidate the results of a PEMS test.

6.8. The average speed (including stops) of the urban driving part of the trip should be between 15 and 40 km/h. Stop periods, defined by vehicle speed of less than 1 km/h, shall account for 6-30 % of the time duration of urban operation. Urban operation may contain several stop periods of 10 s or longer. However, individual stop periods shall not exceed 300 consecutive seconds; else the trip shall be voided.

6.9 The speed range of the motorway driving shall properly cover a range between 90 and at least 110 km/h. The vehicle's velocity shall be above 100 km/h for at least 5 minutes.

For M2 category vehicles that are equipped in accordance with Directive 92/6/EEC with a device limiting vehicle speed to 100 km/h, the speed range of the motorway driving shall properly cover a range between 90 and 100 km/h. The vehicle's velocity shall be above 90 km/h for at least 5 minutes.

For N2 category vehicles that are equipped in accordance with Directive 92/6/EEC with a device limiting vehicle speed to 90 km/h, the speed range of the motorway driving of shall properly cover a range between 80 and 90 km/h. The vehicle's velocity shall be above 80 km/h for at least 5 minutes.

6.10. The trip duration shall be between 90 and 120 minutes.

6.11. The start and the end point of a trip shall not differ in their elevation above sea level by more than 100 m. In addition, the proportional cumulative positive altitude gain over the entire trip and over the urban part of the trip as determined in accordance with point 4.3 shall be less than 1200 m/100 km and be determined in accordance with Appendix 7b.

6.12. The minimum distance of each, the urban, rural and motorway operation shall be 16 km.

6.13. The average speed (including stops) during cold start period as defined in Appendix 4, point 4 shall be between 15 and 40 km/h. The maximum speed during the cold start period shall not exceed 60 km/h.

7. OPERATIONAL REQUIREMENTS

7.1. The trip shall be selected in such a way that the testing is uninterrupted and the data continuously recorded to reach the minimum test duration defined in point 6.10.

7.2. Electrical power shall be supplied to the PEMS by an external power supply unit and not from a source that draws its energy either directly or indirectly from the engine of the test vehicle.

7.3. The installation of the PEMS equipment shall be done in a way to influence the vehicle emissions or performance or both to the minimum extent possible. Care should be exercised to minimize the mass of the installed equipment and potential aerodynamic modifications of the test vehicle. The vehicle payload shall be in accordance with point 5.1.

7.4. RDE tests shall be conducted on working days as defined for the Union in Council Regulation (EEC, Euratom) No 1182/71[4]

7.5. RDE tests shall be conducted on paved roads and streets (e.g. off road operation is not permitted).

7.6. At the test start as defined in point 5.1. of Appendix 1, the vehicle shall move within 15 seconds. The vehicle stop during the entire cold start period, as defined in point 4 of Appendix 4, shall be kept to the minimum possible and it shall not exceed in total 90 s. If the engine stalls during the test, it may be restarted, but the sampling shall not be interrupted. If the engine stops during the test, the sampling shall not be interrupted.

8. LUBRICATING OIL, FUEL AND REAGENT

8.1. The fuel, lubricant and reagent (if applicable) used for RDE testing shall be within the specifications issued by the manufacturer for vehicle operation by the customer.

8.2. In the case of an RDE test with a failed result, samples of fuel, lubricant and reagent (if applicable) shall be taken and kept for at least 1 year under conditions guaranteeing the integrity of the sample. Once analysed, the samples can be discarded.

9. EMISSIONS AND TRIP EVALUATION

9.1. The test shall be conducted in accordance with Appendix 1 of this Annex.

9.2. The trip validity shall be verified in a three-step procedure as follows:

STEP A: The trip complies with the general requirements, boundary conditions, trip and operational requirements, and the specifications for lubricating oil, fuel and reagents set out in points 4 to 8;

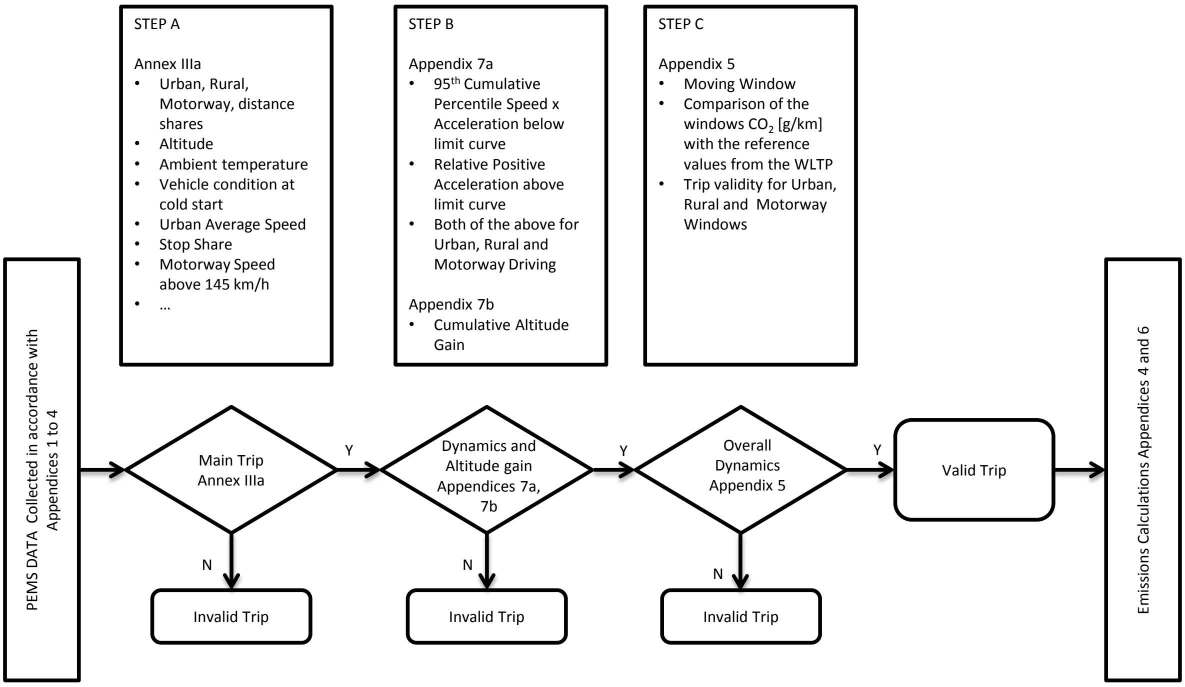
STEP B: The trip complies with the requirements set out in Appendices 7a and 7b.

STEP C: The trip complies with the requirements set out in Appendix 5.

The steps of the procedure are detailed in Figure 1.

Figure 1. Verification of trip validity

[4] Regulation (EEC, Euratom) No 1182/71 of the Council of 3 June 1971 determining the rules applicable to periods, dates and time limits (OJ L 124, 8.6.1971, p. 1).



If at least one of the requirements is not fulfilled, the trip shall be declared invalid.

9.3. It shall not be permitted to combine data of different trips or to modify or remove data from a trip with exception of provisions for long stops as described in 6.8.

9.4. After establishing the validity of a trip in accordance with point 9.2, emission results shall be calculated using the methods laid down in Appendix 4 and Appendix 6. The emissions calculations shall be made between test start and test end, as defined in Appendix 1, points 5.1. and 5.3. respectively..

9.5. If during a particular time interval the ambient conditions are extended in accordance with point 5.2, the pollutant emissions during this particular time interval, calculated according to Appendix 4, shall be divided by a value of 1,6 before being evaluated for compliance with the requirements of this Annex. This provision does not apply to carbon dioxide emissions.

9.6. Gaseous pollutant and particle number emissions during cold start, as defined in point 4 of Appendix 4, shall be included in the normal evaluation in accordance with Appendices 4, 5 and 6..

If the vehicle was conditioned for the last three hours prior to the test at an average temperature that falls within the extended range in accordance with point 5.2, then the provisions of point 9.5 apply to the data collected during the cold start period, even if the running conditions are not within the extended temperature range.

Appendix 1

TEST PROCEDURE FOR VEHICLE EMISSIONS TESTING WITH A PORTABLE EMISSIONS MEASUREMENT SYSTEM (PEMS)

1. INTRODUCTION

This Appendix describes the test procedure to determine exhaust emissions from light passenger and commercial vehicles using a Portable Emissions Measurement System.

2. SYMBOLS, PARAMETERS AND UNITS

≤	—	smaller or equal
#	—	number
$\#/m^3$	—	number per cubic metre
%	—	per cent
°C	—	degree centigrade
g	—	gramme
g/s	—	gramme per second
h	—	hour
Hz	—	hertz
K	—	kelvin
kg	—	kilogramme
kg/s	—	kilogramme per second
km	—	kilometre
km/h	—	kilometre per hour
kPa	—	kilopascal
kPa/min	—	kilopascal per minute
l	—	litre
l/min	—	litre per minute
m	—	metre
m^3	—	cubic-metre
mg	—	milligram
min	—	minute

p_e	—	evacuated pressure [kPa]
q_{vs}	—	volume flow rate of the system [l/min]
ppm	—	parts per million
$ppmC_1$	—	parts per million carbon equivalent
rpm	—	revolutions per minute
s	—	second
V_s	—	system volume [l]

3. GENERAL REQUIREMENTS

3.1. PEMS

The test shall be carried out with a PEMS, composed of components specified in points 3.1.1 to 3.1.5. If applicable, a connection with the vehicle ECU may be established to determine relevant engine and vehicle parameters as specified in point 3.2.

3.1.1. Analysers to determine the concentration of pollutants in the exhaust gas.

3.1.2. One or multiple instruments or sensors to measure or determine the exhaust mass flow.

3.1.3. A Global Positioning System to determine the position, altitude and, speed of the vehicle.

3.1.4. If applicable, sensors and other appliances being not part of the vehicle, e.g., to measure ambient temperature, relative humidity, air pressure, and vehicle speed.

3.1.5. An energy source independent of the vehicle to power the PEMS.

3.2. Test parameters

Test parameters as specified in Table 1 of this Appendix shall be measured at a constant frequency of 1,0 Hz or higher and recorded and reported in accordance with the requirements of Appendix 8 at a frequency of 1,0 Hz. If ECU parameters are obtained, these may be obtained at a substantially higher frequency but the recording rate shall be 1,0 Hz.. The PEMS analysers, flow-measuring instruments and sensors shall comply with the requirements laid down in Appendices 2 and 3.

Table 1

Test parameters

Parameter	Recommended unit	Source[5]
THC concentration[6],[7]	ppm C_1	Analyser
CH_4 concentration[8],[9]	ppm C_1	Analyser

[5] Multiple parameter sources may be used.
[6] to be measured on a wet basis or to be corrected as described in point 8.1 of Appendix 4
[7] parameter only mandatory if measurement required by Annex IIIA, section 2.1

NMHC concentration[10],[11]	ppm C_1	Analyser[12]
CO concentration[13],[14]	Ppm	Analyser
CO_2 concentration[15]	Ppm	Analyser
NO_X concentration[16],[17]	Ppm	Analyser[18]
PN concentration[19]	$\#/m^3$	Analyser
Exhaust mass flow rate	kg/s	EFM, any methods described in point 7 of Appendix 2
Ambient humidity	%	Sensor
Ambient temperature	K	Sensor
Ambient pressure	kPa	Sensor
Vehicle speed	km/h	Sensor, GPS, or ECU[20]
Vehicle latitude	Degree	GPS
Vehicle longitude	Degree	GPS
Vehicle altitude[21],[22]	M	GPS or Sensor
Exhaust gas temperature[23]	K	Sensor
Engine coolant temperature[24]	K	Sensor or ECU
Engine speed[25]	Rpm	Sensor or ECU
Engine torque[26]	Nm	Sensor or ECU

[8] to be measured on a wet basis or to be corrected as described in point 8.1 of Appendix 4
[9] parameter only mandatory if measurement required by Annex IIIA, section 2.1
[10] to be measured on a wet basis or to be corrected as described in point 8.1 of Appendix 4
[11] parameter only mandatory if measurement required by Annex IIIA, section 2.1
[12] may be calculated from THC and CH_4 concentrations according to point 9.2 of Appendix 4
[13] to be measured on a wet basis or to be corrected as described in point 8.1 of Appendix 4
[14] parameter only mandatory if measurement required by Annex IIIA, section 2.1
[15] to be measured on a wet basis or to be corrected as described in point 8.1 of Appendix 4
[16] to be measured on a wet basis or to be corrected as described in point 8.1 of Appendix 4
[17] parameter only mandatory if measurement required by Annex IIIA, section 2.1
[18] may be calculated from measured NO and NO_2 concentrations
[19] parameter only mandatory if measurement required by Annex IIIA, section 2.1
[20] method to be chosen according to point 4.7
[21] to be determined only if necessary to verify the vehicle status and operating conditions
[22] The preferable source is the ambient pressure sensor.
[23] to be determined only if necessary to verify the vehicle status and operating conditions
[24] to be determined only if necessary to verify the vehicle status and operating conditions
[25] to be determined only if necessary to verify the vehicle status and operating conditions
[26] to be determined only if necessary to verify the vehicle status and operating conditions

Torque at driven axle[27]	Nm	Rim torque meter
Pedal position[28]	%	Sensor or ECU
Engine fuel flow[29]	g/s	Sensor or ECU
Engine intake air flow[30]	g/s	Sensor or ECU
Fault status[31]	—	ECU
Intake air flow temperature	K	Sensor or ECU
Regeneration status[32]	—	ECU
Engine oil temperature[33]	K	Sensor or ECU
Actual gear[34]	#	ECU
Desired gear (e.g. gear shift indicator)[35]	#	ECU
Other vehicle data[36]	unspecified	ECU

3.3. Preparation of the vehicle

The preparation of the vehicle shall include a general verification of the correct technical functioning of the test vehicle.

3.4. Installation of PEMS

3.4.1. *General:*

The installation of the PEMS shall follow the instructions of the PEMS manufacturer and the local health and safety regulations. The PEMS should be installed as to minimise during the test electromagnetic interferences as well as exposure to shocks, vibration, dust and variability in temperature. The installation and operation of the PEMS shall be leak-tight and minimise heat loss. The installation and operation of PEMS shall not change the nature of the exhaust gas nor unduly increase the length of the tailpipe. To avoid the generation of particles, connectors shall be thermally stable at the exhaust gas temperatures expected during the test. It is recommended not to use elastomer connectors to connect the vehicle exhaust outlet and the connecting tube.

[27] to be determined only if necessary to verify the vehicle status and operating conditions
[28] to be determined only if necessary to verify the vehicle status and operating conditions
[29] to be determined only if indirect methods are used to calculate exhaust mass flow rate as described in paragraphs 10.2 and 10.3 of Appendix 4
[30] to be determined only if indirect methods are used to calculate exhaust mass flow rate as described in paragraphs 10.2 and 10.3 of Appendix 4
[31] to be determined only if necessary to verify the vehicle status and operating conditions
[32] to be determined only if necessary to verify the vehicle status and operating conditions
[33] to be determined only if necessary to verify the vehicle status and operating conditions
[34] to be determined only if necessary to verify the vehicle status and operating conditions
[35] to be determined only if necessary to verify the vehicle status and operating conditions
[36] to be determined only if necessary to verify the vehicle status and operating conditions

Elastomer connectors, if used, shall have no contact with the exhaust gas to avoid artefacts at high engine load.

3.4.2. *Permissible backpressure*

The installation and operation of the PEMS sampling probes shall not unduly increase the pressure at the exhaust outlet in a way that may influence the representativeness of the measurements. It is thus recommended that only one sampling probe is installed in the same plane. If technically feasible, any extension to facilitate the sampling or connection with the exhaust mass flow meter shall have an equivalent, or larger, cross sectional area than the exhaust pipe.

3.4.3. *Exhaust mass flow meter*

Whenever used, the exhaust mass flow meter shall be attached to the vehicle's tailpipe(s) in accordance with the recommendations of the EFM manufacturer. The measurement range of the EFM shall match the range of the exhaust mass flow rate expected during the test. It is recommended to select the EFM in order to have the maximum expected flow rate during the test covering at least 75% of the EFM full range. The installation of the EFM and any exhaust pipe adaptors or junctions shall not adversely affect the operation of the engine or exhaust after-treatment system. A minimum of four pipe diameters or 150 mm of straight tubing, whichever is larger, shall be placed at either side of the flow-sensing element. When testing a multi-cylinder engine with a branched exhaust manifold, it is recommended to position the exhaust mass flow meter downstream of where the manifolds combine and to increase the cross section of the piping such as to have an equivalent, or larger, cross sectional area from which to sample. If this is not feasible, exhaust flow measurements with several exhaust mass flow meters may be used. The wide variety of exhaust pipe configurations, dimensions and exhaust mass flow rates may require compromises, guided by good engineering judgement, when selecting and installing the EFM(s). It is permissible to install an EFM with a diameter smaller than that of the exhaust outlet or the total cross-sectional area of multiple outlets, providing it improves measurement accuracy and does not adversely affect the operation or the exhaust after-treatment as specified in point 3.4.2. It is recommended to document the EFM set-up using photographs.

3.4.4. *Global Positioning System (GPS)*

The GPS antenna should be mounted, e.g. at the highest possible location, as to ensure good reception of the satellite signal. The mounted GPS antenna shall interfere as little as possible with the vehicle operation.

3.4.5. *Connection with the Engine Control Unit (ECU)*

If desired, relevant vehicle and engine parameters listed in Table 1 can be recorded by using a data logger connected with the ECU or the vehicle network through standards, such as ISO 15031-5 or SAE J1979, OBD-II, EOBD or WWH-OBD. If applicable, manufacturers shall disclose labels to allow the identification of required parameters.

3.4.6. *Sensors and auxiliary equipment*

Vehicle speed sensors, temperature sensors, coolant thermocouples or any other measurement device not part of the vehicle shall be installed to measure the parameter under consideration in a representative, reliable and accurate manner without unduly interfering with the vehicle operation and the functioning of other analysers, flow-measuring instruments, sensors and signals. Sensors and auxiliary equipment shall be powered independently of the vehicle. It is permitted to power any safety-related illumination of fixtures and installations of PEMS components outside of the vehicle's cabin by the vehicle's battery.

3.5. Emissions sampling

Emissions sampling shall be representative and conducted at locations of well-mixed exhaust where the influence of ambient air downstream of the sampling point is minimal. If applicable, emissions shall be sampled downstream of the exhaust mass flow meter, respecting a distance of at least 150 mm to the flow sensing element. The sampling probes shall be fitted at least 200 mm or three times the inner diameter of the exhaust pipe, whichever is larger, upstream of the point at which the exhaust exits the PEMS sampling installation into the environment. If the PEMS feeds back a flow to the tail pipe, this shall occur downstream of the sampling probe in a manner that does not affect during engine operation the nature of the exhaust gas at the sampling point(s). If the length of the sampling line is changed, the system transport times shall be verified and if necessary corrected.

If the engine is equipped with an exhaust after-treatment system, the exhaust sample shall be taken downstream of the exhaust after-treatment system. When testing a vehicle with a branched exhaust manifold, the inlet of the sampling probe shall be located sufficiently far downstream so as to ensure that the sample is representative of the average exhaust emissions of all cylinders. In multi-cylinder engines, having distinct groups of manifolds, such as in a ‘V’ engine configuration, the sampling probe shall be positioned downstream of where the manifolds combine. If this is technically not feasible, multi-point sampling at locations of well-mixed exhaust may be used. In this case, the number and location of sampling probes shall match as far as possible those of the exhaust mass flow meters. In case of unequal exhaust flows, proportional sampling or sampling with multiple analysers shall be considered.

If particles are measured, the exhaust shall be sampled from the centre of the exhaust stream. If several probes are used for emissions sampling, the particle sampling probe should be placed upstream of the other sampling probes. The particle sampling probe should not interfere with the sampling of gaseous pollutants. The type and specifications of the probe and its mounting shall be documented in detail.

If hydrocarbons are measured, the sampling line shall be heated to 463 ± 10 K (190 ± 10 °C). For the measurement of other gaseous components with or without cooler, the sampling line shall be kept at a minimum of 333 K (60 °C) to avoid condensation and to ensure appropriate penetration efficiencies of the various gases. For low pressure sampling systems, the temperature can be lowered corresponding to the pressure decrease provided that the sampling system ensures a penetration efficiency of 95 % for all regulated gaseous pollutants. If particles are sampled and not diluted at the tailpipe, the sampling line from the raw exhaust sample point to the point of dilution or particle detector shall be heated to a minimum of 373 K (100 °C). The residence time of the sample in the particle sampling line shall be less than 3 s until reaching first dilution or the particle detector.

All parts of the sampling system from the exhaust pipe up to the particle detector, which are in contact with raw or diluted exhaust gas, shall be designed to minimize deposition of particles. All parts shall be made from antistatic material to prevent electrostatic effects.

4. PRE-TEST PROCEDURES

4.1. PEMS leak check

After the installation of the PEMS is completed, a leak check shall be performed at least once for each PEMS-vehicle installation as prescribed by the PEMS manufacturer or as follows. The probe shall be disconnected from the exhaust system and the end plugged. The analyser pump shall be switched on. After an initial stabilization period all flow meters shall read approximately zero in the absence of a leak. Else, the sampling lines shall be checked and the fault be corrected.

The leakage rate on the vacuum side shall not exceed 0.5 per cent of the in-use flow rate for the portion of the system being checked. The analyser flows and bypass flows may be used to estimate the in-use flow rate.

Alternatively, the system may be evacuated to a pressure of at least 20 kPa vacuum (80 kPa absolute). After an initial stabilization period the pressure increase Δp (kPa/min) in the system shall not exceed:

$(\Delta p)(p_e V_s\ q_{vs}\ 0.005)$Alternatively, a concentration step change at the beginning of the sampling line shall be introduced by switching from zero to span gas while maintaining the same pressure conditions as under normal system operation. If for a correctly calibrated analyser after an adequate period of time the reading is ≤ 99 per cent compared to the introduced concentration, the leakage problem shall be corrected.

4.2. Starting and stabilizing the PEMS

The PEMS shall be switched on, warmed up and stabilized in accordance with the specifications of the PEMS manufacturer until key functional parameters, e.g., pressures, temperatures and flows have reached their operating set points before test start. To ensure correct functioning, the PEMS may be kept switched on or can be warmed up and stabilized during vehicle conditioning. The system shall be free of errors and critical warnings.

4.3. Preparing the sampling system

The sampling system, consisting of the sampling probe and sampling lines shall be prepared for testing by following the instruction of the PEMS manufacturer. It shall be ensured that the sampling system is clean and free of moisture condensation.

4.4. Preparing the Exhaust mass Flow Meter (EFM)

If used for measuring the exhaust mass flow, the EFM shall be purged and prepared for operation in accordance with the specifications of the EFM manufacturer. This procedure shall, if applicable, remove condensation and deposits from the lines and the associated measurement ports.

4.5. Checking and calibrating the analysers for measuring gaseous emissions

Zero and span calibration adjustments of the analysers shall be performed using calibration gases that meet the requirements of point 5 of Appendix 2. The calibration gases shall be chosen to match the range of pollutant concentrations expected during the RDE test. To minimize analyser drift, one should conduct the zero and span calibration of analysers at an ambient temperature that resembles, as closely as possible, the temperature experienced by the test equipment during the trip.

4.6. Checking the analyser for measuring particle emissions

The zero level of the analyser shall be recorded by sampling HEPA filtered ambient air at an appropriate sampling point, usually at the inlet of the sampling line. The signal shall be recorded at a constant frequency which is a multiple of 1,0 Hz averaged over a period of 2 minutes; the final concentration shall be within the manufacturer's specifications, but shall not exceed 5000 particles per cubic-centimetre.

4.7. Determining vehicle speed

Vehicle speed shall be determined by at least one of the following methods:

(a) a GPS; if vehicle speed is determined by a GPS, the total trip distance shall be checked against the measurements of another method according to point 7 of Appendix 4.

(b) a sensor (e.g., optical or micro-wave sensor); if vehicle speed is determined by a sensor, the speed measurements shall comply with the requirements of point 8 of Appendix 2, or alternatively, the total trip distance determined by the sensor shall be compared with a reference distance obtained from a digital road network or topographic map. The total trip distance determined by the sensor shall deviate by no more than 4 % from the reference distance.

(c) the ECU; if vehicle speed is determined by the ECU, the total trip distance shall be validated according to point 3 of Appendix 3 and the ECU speed signal adjusted, if necessary to fulfil the requirements of point 3.3 of Appendix 3. Alternatively, the total trip distance as determined by the ECU can be compared with a reference distance obtained from a digital road network or topographic map. The total trip distance determined by the ECU shall deviate by no more than 4 % from the reference.

4.8. Check of PEMS set up

The correctness of connections with all sensors and, if applicable, the ECU shall be verified. If engine parameters are retrieved, it shall be ensured that the ECU reports values correctly (e.g., zero engine speed [rpm] while the combustion engine is in key-on-engine-off status). The PEMS shall function free of errors and critical warnings.

5. EMISSIONS TEST

5.1. Test start

Test start (see Figure App.1.1) shall be defined by either:

- the first ignition of the internal combustion engine;

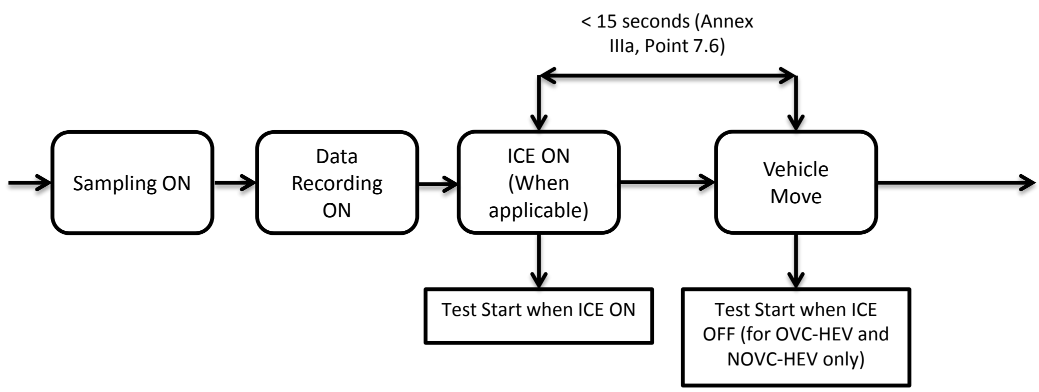
- or the first movement of the vehicle with speed greater than 1 km/h for OVC-HEVs and NOVC-HEVS starting with the internal combustion engine off.

Sampling, measurement and recording of parameters shall begin prior to the test start. Before the test start it shall be confirmed that all necessary parameters are recorded by the data logger.

To facilitate time alignment, it is recommended to record the parameters that are subject to time alignment either by a single data recording device or with a synchronised time stamp.

Figure App.1.1:

Test Start Sequence';



5.2. Test

Sampling, measurement and recording of parameters shall continue throughout the on-road test of the vehicle. The engine may be stopped and started, but emissions sampling and parameter recording shall continue. Any warning signals, suggesting malfunctioning of the PEMS, shall be documented and verified. If any error signal(s) appear during the test, the test shall be voided. Parameter recording shall reach a data completeness of higher than 99 %. Measurement and data recording may be interrupted for less than 1 % of the total trip duration but for no more than a consecutive period of 30 s solely in the case of unintended signal loss or for the purpose of PEMS system maintenance. Interruptions may be recorded directly by the PEMS but it is not permissible to introduce interruptions in the recorded parameter via the pre-processing, exchange or post-processing of data. If conducted, auto zeroing shall be performed against a traceable zero standard similar to the one used to zero the analyser. It is strongly recommended to initiate PEMS system maintenance during periods of zero vehicle speed.

5.3. Test end

The end of the test (see Figure App.1.2) is reached when the vehicle has completed the trip and either when:

- the internal combustion engine is switched off;

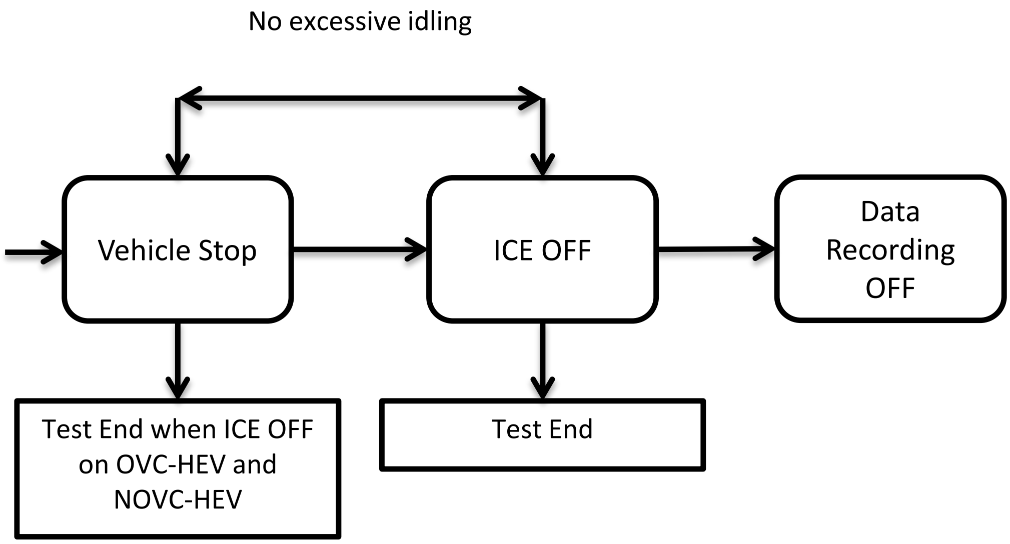
or:

- for OVC-HEVs and NOVC-HEVS finishing the test with the internal combustion engine off, the vehicle stops and the speed is lower than or equal to 1 km/h.

Excessive idling of the engine after the completion of the trip shall be avoided. The data recording shall continue until the response time of the sampling systems has elapsed. For vehicles with a signal detecting regeneration (see line 42 in the Transparency List 1 in Appendix 5 of Annex II), the OBD-check shall be performed and documented directly after data recording and before any further driven distance is driven.

Figure App.1.2:

Test End Sequence';



6. POST-TEST PROCEDURE

6.1. Checking the analysers for measuring gaseous emissions

The zero and span of the analysers of gaseous components shall be checked by using calibration gases identical to the ones applied under point 4.5 to evaluate the analyser's zero and response drift compared to the pre-test calibration. It is permissible to zero the analyser prior to verifying the span drift, if the zero drift was determined to be within the permissible range. The post-test drift check shall be completed as soon as possible after the test and before the PEMS, or individual analysers or sensors, are turned off or have switched into a non-operating mode. The difference between the pre-test and post-test results shall comply with the requirements specified in Table 2.

Table 2

Permissible analyser drift over a PEMS test

Pollutant	Absolute Zero response drift	Absolute Span response drift[37]
CO_2	≤ 2000 ppm per test	≤ 2 % of reading or ≤ 2000 ppm per test, whichever is larger
CO	≤ 75 ppm per test	≤ 2 % of reading or ≤ 75 ppm per test, whichever is larger
NO_X	≤ 5 ppm per test	≤ 2 % of reading or ≤ 5 ppm per test, whichever is larger
CH_4	≤ 10 ppm C_1 per test	≤ 2 % of reading or ≤ 10 ppm C_1 per test, whichever is larger
THC	≤ 10 ppm C_1 per test	≤ 2 % of reading or ≤ 10 ppm C_1 per test, whichever is larger

If the difference between the pre-test and post-test results for the zero and span drift is higher than permitted, all test results shall be voided and the test repeated.

6.2. Checking the analyser for measuring particle emissions

The zero level of the analyser shall be recorded in accordance with point 4.6.

6.3. Checking the on-road emission measurements

The span gas concentration that was used for the calibration of the analysers in accordance with paragraph 4.5 at the test start shall cover at least 90 % of the concentration values obtained from 99 % of the measurements of the valid parts of the emissions test. It is permissible that 1 % of the total number of measurements used for evaluation exceeds the used span gas by up to a factor of two. If these requirements are not met, the test shall be voided.

[37] If the zero drift is within the permissible range, it is permissible to zero the analyser prior to verifying the span drift.

Appendix 2

SPECIFICATIONS AND CALIBRATION OF PEMS COMPONENTS AND SIGNALS

1. INTRODUCTION

This appendix sets out the specifications and calibration of PEMS components and signals.

2. SYMBOLS, PARAMETERS AND UNITS

$>$	—	larger than
$\geq$	—	larger than or equal to
%	—	per cent
$\leq$	—	smaller than or equal to
A	—	undiluted CO_2 concentration [%]
a_0	—	y-axis intercept of the linear regression line
a_1	—	slope of the linear regression line
B	—	diluted CO_2 concentration [%]
C	—	diluted NO concentration [ppm]
C	—	analyser response in the oxygen interference test
$c_{FS,b}$	—	full scale HC concentration in step (b) [ppmC_1]
$c_{FS,d}$	—	full scale HC concentration in step (d) [ppmC_1]
$c_{HC(w/NMC)}$	—	HC concentration with CH_4 or C_2H_6 flowing through the NMC [ppmC_1]
$c_{HC(w/o\ NMC)}$	—	HC concentration with CH_4 or C_2H_6 bypassing the NMC [ppmC_1]
$c_{m,b}$	—	measured HC concentration in step (b) [ppmC_1]
$c_{m,d}$	—	measured HC concentration in step (d) [ppmC_1]
$c_{ref,b}$	—	reference HC concentration in step (b) [ppmC_1]
$c_{ref,d}$	—	reference HC concentration in step (d) [ppmC_1]
°C	—	degree centigrade
D	—	undiluted NO concentration [ppm]
D_e	—	expected diluted NO concentration [ppm]
E	—	absolute operating pressure [kPa]

E_{CO2}	—	per cent CO_2 quench
$E(d_p)$	—	PEMS-PN analyser efficiency
E_E	—	ethane efficiency
E_{H2O}	—	per cent water quench
E_M	—	methane efficiency
E_{O2}	—	oxygen interference
F	—	water temperature [K]
G	—	saturation vapour pressure [kPa]
G	—	gram
gH_2O/kg	—	gramme water per kilogram
H	—	hour
H	—	water vapour concentration [%]
H_m	—	maximum water vapour concentration [%]
Hz	—	hertz
K	—	kelvin
Kg	—	kilogramme
km/h	—	kilometre per hour
kPa	—	kilopascal
Max	—	maximum value
$NO_{X,dry}$	—	moisture-corrected mean concentration of the stabilized NO_X recordings
$NO_{X,m}$	—	mean concentration of the stabilized NO_X recordings
$NO_{X,ref}$	—	reference mean concentration of the stabilized NO_X recordings
Ppm	—	parts per million
$ppmC_1$	—	parts per million carbon equivalents
r^2	—	coefficient of determination
S	—	second
t_0	—	time point of gas flow switching [s]

t_{10}	—	time point of 10 % response of the final reading
t_{50}	—	time point of 50 % response of the final reading
t_{90}	—	time point of 90 % response of the final reading
Tbd	—	to be determined
X	—	independent variable or reference value
χ_{min}	—	minimum value
Y	—	dependent variable or measured value

3. LINEARITY VERIFICATION

3.1. General

The accuracy and linearity of analysers, flow-measuring instruments, sensors and signals, shall be traceable to international or national standards. Any sensors or signals that are not directly traceable, e.g., simplified flow-measuring instruments shall be calibrated alternatively against chassis dynamometer laboratory equipment that has been calibrated against international or national standards.

3.2. Linearity requirements

All analysers, flow-measuring instruments, sensors and signals shall comply with the linearity requirements given in Table 1. If air flow, fuel flow, the air-to-fuel ratio or the exhaust mass flow rate is obtained from the ECU, the calculated exhaust mass flow rate shall meet the linearity requirements specified in Table 1.

Table 1

Linearity requirements of measurement parameters and systems

Measurement parameter/instrument	(χ_{min}(a_1 1) a_0)	Slope a_1	Standard error SEE	Coefficient of determination r^2
Fuel flow rate[38]	≤ 1 % max	0,98 – 1,02	≤ 2 %	≥ 0,990
Air flow rate[39]	≤ 1 % max	0,98 – 1,02	≤ 2 %	≥ 0,990
Exhaust mass flow rate	≤ 2 % max	0,97 – 1,03	≤ 3 %	≥ 0,990
Gas analysers	≤ 0,5 % max	0,99 – 1,01	≤ 1 %	≥ 0,998

38 optional to determine exhaust mass flow
39 optional to determine exhaust mass flow

Torque[40]	≤ 1 % max	0,98 – 1,02	≤ 2 %	≥ 0,990
PN analysers[41]	≤ 5 % max	0,85 – 1,15[42]	≤ 10 %	≥ 0,950

3.3. Frequency of linearity verification

The linearity requirements pursuant to point 3.2 shall be verified:

(a) for each gas analyser at least every 12 months or whenever a system repair or component change or modification is made that could influence the calibration;

(b) for other relevant instruments, such as PN analysers, exhaust mass flow meters and traceably calibrated sensors, whenever damage is observed, as required by internal audit procedures or by the instrument manufacturer but no longer than one year before the actual test.

The linearity requirements pursuant to point 3.2 for sensors or ECU signals that are not directly traceable shall be performed with a traceably calibrated measurement device on the chassis dynamometer once for each PEMS-vehicle setup.

3.4. Procedure of linearity verification

3.4.1. *General requirements*

The relevant analysers, instruments and sensors shall be brought to their normal operating condition according to the recommendations of their manufacturer. The analysers, instruments and sensors shall be operated at their specified temperatures, pressures and flows.

3.4.2. *General procedure*

The linearity shall be verified for each normal operating range by executing the following steps:

(a) The analyser, flow-measuring instrument or sensor shall be set to zero by introducing a zero signal. For gas analysers, purified synthetic air or nitrogen shall be introduced to the analyser port via a gas path that is as direct and short as possible.

(b) The analyser, flow-measuring instrument or sensor shall be spanned by introducing a span signal. For gas analysers, an appropriate span gas shall be introduced to the analyser port via a gas path that is as direct and short as possible.

(c) The zero procedure of (a) shall be repeated.

(d) The linearity shall be verified by introducing at least 10, approximately equally spaced and valid, reference values (including zero). The reference values with respect to the concentration of components, the exhaust mass flow rate or any other relevant parameter shall be chosen to match the range of values expected during the emissions test. For measurements of exhaust mass flow, reference points below 5 % of the maximum calibration value can be excluded from the linearity verification.

(e) For gas analysers, known gas concentrations in accordance with point 5 shall be introduced to the analyser port. Sufficient time for signal stabilisation shall be given.

40 optional parameter

41 The linearity check shall be verified with soot-like particles, as these are defined in point 6.2

42 To be updated based on error propagation and traceability charts.

(f) The values under evaluation and, if needed, the reference values shall be recorded at a constant frequency which is a multiple of 1.0 Hz over a period of 30 seconds.

(g) The arithmetic mean values over the 30 seconds period shall be used to calculate the least squares linear regression parameters, with the best-fit equation having the form:

(y)(a_1x a_0)

where:

y		is the actual value of the measurement system
a_1		is the slope of the regression line
x		is the reference value
a_0		is the *y* intercept of the regression line

The standard error of estimate (SEE) of *y* on *x* and the coefficient of determination (r^2) shall be calculated for each measurement parameter and system.

(h) The linear regression parameters shall meet the requirements specified in Table 1.

3.4.3. *Requirements for linearity verification on a chassis dynamometer*

Non-traceable flow-measuring instruments, sensors or ECU signals that cannot directly be calibrated according to traceable standards, shall be calibrated on a chassis dynamometer. The procedure shall follow as far as applicable, the requirements of Annex 4a to UN/ECE Regulation No 83. If necessary, the instrument or sensor to be calibrated shall be installed on the test vehicle and operated according to the requirements of Appendix 1. The calibration procedure shall follow whenever possible the requirements of point 3.4.2; at least 10 appropriate reference values shall be selected as to ensure that at least 90 % of the maximum value expected to occur during the RDE test is covered.

If a not directly traceable flow-measuring instrument, sensor or ECU signal for determining exhaust flow is to be calibrated, a traceably calibrated reference exhaust mass flow meter or the CVS shall be attached to the vehicle's tailpipe. It shall be ensured that the vehicle exhaust is accurately measured by the exhaust mass flow meter according to point 3.4.3 of Appendix 1. The vehicle shall be operated by applying constant throttle at a constant gear selection and chassis dynamometer load.

4. ANALYSERS FOR MEASURING GASEOUS COMPONENTS

4.1. Permissible types of analysers

4.1.1. *Standard analysers*

The gaseous components shall be measured with analysers specified in points 1.3.1 to 1.3.5 of Appendix 3, Annex 4A to UN/ECE Regulation No 83, 07 series of amendments. If an NDUV analyser measures both NO and NO_2, a NO_2/NO converter is not required.

4.1.2. *Alternative analysers*

Any analyser not meeting the design specifications of point 4.1.1 is permissible provided that it fulfils the requirements of point 4.2. The manufacturer shall ensure that the alternative analyser achieves an equivalent or higher measurement performance compared to a standard analyser over the range of pollutant concentrations and co-existing gases that can be expected from vehicles operated with permissible fuels under moderate and extended conditions of valid RDE testing as specified in points 5, 6 and 7 of this Annex. Upon request, the manufacturer of the analyser shall submit in writing supplemental information, demonstrating that the measurement performance of the alternative analyser is consistently and reliably in line with the measurement performance of standard analysers. Supplemental information shall contain:

(a) a description of the theoretical basis and the technical components of the alternative analyser;

(b) a demonstration of equivalency with the respective standard analyser specified in point 4.1.1 over the expected range of pollutant concentrations and ambient conditions of the type-approval test defined in Annex XXI to this Regulation as well as a validation test as described in point 3 of Appendix 3 for a vehicle equipped with a spark-ignition and compression-ignition engine; the manufacturer of the analyser shall demonstrate the significance of equivalency within the permissible tolerances given in point 3.3 of Appendix 3.

(c) a demonstration of equivalency with the respective standard analyser specified in point 4.1.1 with respect to the influence of atmospheric pressure on the measurement performance of the analyser; the demonstration test shall determine the response to span gas having a concentration within the analyser range to check the influence of atmospheric pressure under moderate and extended altitude conditions defined in point 5.2 of this Annex. Such a test can be performed in an altitude environmental test chamber.

(d) a demonstration of equivalency with the respective standard analyser specified in point 4.1.1 over at least three on-road tests that fulfil the requirements of this Annex.

(e) a demonstration that the influence of vibrations, accelerations and ambient temperature on the analyser reading does not exceed the noise requirements for analysers set out in point 4.2.4.

Approval authorities may request additional information to substantiate equivalency or refuse approval if measurements demonstrate that an alternative analyser is not equivalent to a standard analyser.

4.2. Analyser specifications

4.2.1. *General*

In addition to the linearity requirements defined for each analyser in point 3, the compliance of analyser types with the specifications laid down in points 4.2.2 to 4.2.8 shall be demonstrated by the analyser manufacturer. Analysers shall have a measuring range and response time appropriate to measure with adequate accuracy the concentrations of the exhaust gas components at the applicable emissions standard under transient and steady state conditions. The sensitivity of the analysers to shocks, vibration, aging, variability in temperature and air pressure as well as electromagnetic interferences and other impacts related to vehicle and analyser operation shall be limited as far as possible.

4.2.2. *Accuracy*

The accuracy, defined as the deviation of the analyser reading from the reference value, shall not exceed 2 % of reading or 0.3 % of full scale, whichever is larger.

4.2.3. *Precision*

The precision, defined as 2.5 times the standard deviation of 10 repetitive responses to a given calibration or span gas, shall be no greater than 1 % of the full scale concentration for a measurement range equal or above 155 ppm (or ppmC_1) and 2 % of the full scale concentration for a measurement range of below 155 ppm (or ppmC_1).

4.2.4. *Noise*

The noise shall not exceed 2 % of full scale. Each of the 10 measurement periods shall be interspersed with an interval of 30 seconds in which the analyser is exposed to an appropriate span gas. Before each sampling period and before each span period, sufficient time shall be given to purge the analyser and the sampling lines.

4.2.5. *Zero response drift*

The drift of the zero response, defined as the mean response to a zero gas during a time interval of at least 30 seconds, shall comply with the specifications given in Table 2.

4.2.6. *Span response drift*

The drift of the span response, defined as the mean response to a span gas during a time interval of at least 30 seconds, shall comply with the specifications given in Table 2.

Table 2

Permissible zero and span response drift of analysers for measuring gaseous components under laboratory conditions

Pollutant	Absolute Zero response drift	Absolute Span response drift
CO_2	≤ 1000 ppm over 4 h	≤ 2 % of reading or ≤ 1000 ppm over 4 h, whichever is larger
CO	≤ 50 ppm over 4 h	≤ 2 % of reading or ≤ 50 ppm over 4 h, whichever is larger
PN	5000 particles per cubic centimetre over 4 h	According to manufacturer specifications
NO_X	≤ 5 ppm over 4 h	≤ 2 % of reading or 5 ppm over 4 h, whichever is larger
CH_4	≤ 10 ppm C_1	≤ 2 % of reading or ≤ 10 ppm C_1 over 4 h, whichever is larger
THC	≤ 10 ppm C_1	≤ 2 % of reading or ≤ 10 ppm C_1 over 4 h, whichever is larger

4.2.7. *Rise time*

The rise time, defined as the time between the 10 per cent and 90 per cent response of the final reading ($t_{90} - t_{10}$; see point 4.4), shall not exceed 3 seconds.

4.2.8. *Gas drying*

Exhaust gases may be measured wet or dry. A gas-drying device, if used, shall have a minimal effect on the composition of the measured gases. Chemical dryers are not permitted.

4.3. Additional requirements

4.3.1. *General*

The provisions in points 4.3.2 to 4.3.5 define additional performance requirements for specific analyser types and apply only to cases, in which the analyser under consideration is used for RDE emission measurements.

4.3.2. *Efficiency test for NO_X converters*

If a NO_X converter is applied, for example to convert NO_2 into NO for analysis with a chemiluminescence analyser, its efficiency shall be tested by following the requirements of point 2.4 of Appendix 3 of Annex 4a to UN/ECE Regulation No 83, 07 series of amendments. The efficiency of the NO_X converter shall be verified no longer than one month before the emissions test.

4.3.3. *Adjustment of the Flame Ionisation Detector (FID)*

(a) Optimization of the detector response

If hydrocarbons are measured, the FID shall be adjusted at intervals specified by the analyser manufacturer by following point 2.3.1 of Appendix 3 of Annex 4a to UN/ECE Regulation No 83, 07 series of amendments. A propane-in-air or propane-in-nitrogen span gas shall be used to optimize the response in the most common operating range.

(b) Hydrocarbon response factors

If hydrocarbons are measured, the hydrocarbon response factor of the FID shall be verified by following the provisions of point 2.3.3 of Appendix 3 of Annex 4a to UN/ECE Regulation No 83, 07 series of amendments, using propane-in-air or propane-in-nitrogen as span gases and purified synthetic air or nitrogen as zero gases, respectively.

(c) Oxygen interference check

The oxygen interference check shall be performed when introducing a FID into service and after major maintenance intervals. A measuring range shall be chosen in which the oxygen interference check gases fall in the upper 50 per cent. The test shall be conducted with the oven temperature set as required. The specifications of the oxygen interference check gases are described in point 5.3.

The following procedure applies:

(i) The analyser shall be set at zero;

(ii) The analyser shall be spanned with a 0 per cent oxygen blend for positive ignition engines and a 21 per cent oxygen blend for compression ignition engines;

(iii) The zero response shall be rechecked. If it has changed by more than 0.5 per cent of full scale, steps (i) and (ii) shall be repeated;

(iv) The 5 per cent and 10 per cent oxygen interference check gases shall be introduced;

(v) The zero response shall be rechecked. If it has changed by more than ±1 per cent of full scale, the test shall be repeated;

(vi) The oxygen interference E_{O2} shall be calculated for each oxygen interference check gas in step (iv) as follows:

$(E_{O2})((c_{ref,d}\ c)(c_{ref,d})\ 100)$

where the analyser response is:

$(c)((c_{ref,d}\ c_{FS,b})(c_{m,b})c_{m,b}c_{FS,d})$

where:

$c_{ref,b}$		is the reference HC concentration in step (ii) [ppmC_1]
$c_{ref,d}$		is the reference HC concentration in step (iv) [ppmC_1]
$c_{FS,b}$		is the full scale HC concentration in step (ii) [ppmC_1]
$c_{FS,d}$		is the full scale HC concentration in step (iv) [ppmC_1]
$c_{m,b}$		is the measured HC concentration in step (ii) [ppmC_1]
$c_{m,d}$		is the measured HC concentration in step (iv) [ppmC_1]

(vii) The oxygen interference E_{O2} shall be less than ±1.5 per cent for all required oxygen interference check gases.

(viii) If the oxygen interference E_{O2} is higher than ±1.5 per cent, corrective action may be taken by incrementally adjusting the air flow (above and below the manufacturer's specifications), the fuel flow and the sample flow.

(ix) The oxygen interference check shall be repeated for each new setting.

4.3.4. *Conversion efficiency of the non-methane cutter (NMC)*

If hydrocarbons are analysed, a NMC can be used to remove non-methane hydrocarbons from the gas sample by oxidizing all hydrocarbons except methane. Ideally, the conversion for methane is 0 per cent and for the other hydrocarbons represented by ethane is 100 per cent. For the accurate measurement of NMHC, the two efficiencies shall be determined and used for the calculation of the NMHC emissions (see point 9.2 of Appendix 4). It is not necessary to determine the methane conversion efficiency in case the NMC-FID is calibrated according to method (b) in point 9.2 of Appendix 4 by passing the methane/air calibration gas through the NMC.

(a) Methane conversion efficiency

Methane calibration gas shall be flown through the FID with and without bypassing the NMC; the two concentrations shall be recorded. The methane efficiency shall be determined as:

$(E_M)(1c_{HC(wNMC)}c_{HC(woNMC)})$where:

$c_{HC(w/NMC)}$		is the HC concentration with CH_4 flowing through the NMC [ppmC_1]
$c_{HC(w/o\ NMC)}$		is the HC concentration with CH_4 bypassing the NMC [ppmC_1]

(b) Ethane conversion efficiency

Ethane calibration gas shall be flown through the FID with and without bypassing the NMC; the two concentrations shall be recorded. The ethane efficiency shall be determined as:

$(E_E)(1 c_{HC(wNMC)} c_{HC(woNMC)})$where:

$c_{HC(w/NMC)}$		is the HC concentration with C_2H_6 flowing through the NMC [ppmC_1]
$c_{HC(w/o\ NMC)}$		is the HC concentration with C_2H_6 bypassing the NMC [ppmC_1]

4.3.5. *Interference effects*

(a) General

Other gases than the ones being analysed can affect the analyser reading. A check for interference effects and the correct functionality of analysers shall be performed by the analyser manufacturer prior to market introduction at least once for each type of analyser or device addressed in points (b) to (f).

(b) CO analyser interference check

Water and CO_2 can interfere with the measurements of the CO analyser. Therefore, a CO_2 span gas having a concentration of 80 to 100 per cent of full scale of the maximum operating range of the CO analyser used during the test shall be bubbled through water at room temperature and the analyser response recorded. The analyser response shall not be more than 2 per cent of the mean CO concentration expected during normal on-road testing or ± 50 ppm, whichever is larger. The interference check for H_2O and CO_2 may be run as separate procedures. If the H_2O and CO_2 levels used for the interference check are higher than the maximum levels expected during the test, each observed interference value shall be scaled down by multiplying the observed interference with the ratio of the maximum expected concentration value during the test and the actual concentration value used during this check. Separate interference checks with concentrations of H_2O that are lower than the maximum concentration expected during the test may be run and the observed H_2O interference shall be scaled up by multiplying the observed interference with the ratio of the maximum H_2O concentration value expected during the test and the actual concentration value used during this check. The sum of the two scaled interference values shall meet the tolerance specified in this point.

(c) NO_X analyser quench check

The two gases of concern for CLD and HCLD analysers are CO_2 and water vapour. The quench response to these gases is proportional to the gas concentrations. A test shall determine the quench at the highest concentrations expected during the test. If the CLD and HCLD analysers use quench compensation algorithms that utilize H_2O or CO_2 measurement analysers or both, quench shall be evaluated with these analysers active and with the compensation algorithms applied.

(i) CO_2 quench check

A CO_2 span gas having a concentration of 80 to 100 per cent of the maximum operating range shall be passed through the NDIR analyser; the CO_2 value shall be recorded as A. The CO_2 span gas shall then be diluted by approximately 50 per cent with NO span gas and passed through the NDIR and CLD or HCLD; the CO_2 and NO values shall be recorded as B and C, respectively. The CO_2 gas flow shall then be shut off and only the NO span gas shall be passed through the CLD or HCLD; the NO value shall be recorded as D. The per cent quench shall be calculated as:

$(E_{CO2})([1(C\ A(D\ A)(D\ B))]\ 100)$where:

A		is the undiluted CO_2 concentration measured with the NDIR [%]
B		is the diluted CO_2 concentration measured with the NDIR [%]
C		is the diluted NO concentration measured with the CLD or HCLD [ppm]
D		is the undiluted NO concentration measured with the CLD or HCLD [ppm]

Alternative methods of diluting and quantifying of CO_2 and NO span gas values such as dynamic mixing/blending are permitted upon approval of the approval authority.

(ii) Water quench check

This check applies to measurements of wet gas concentrations only. The calculation of water quench shall consider dilution of the NO span gas with water vapour and the scaling of the water vapour concentration in the gas mixture to concentration levels that are expected to occur during an emissions test. A NO span gas having a concentration of 80 per cent to 100 per cent of full scale of the normal operating range shall be passed through the CLD or HCLD; the NO value shall be recorded as *D*. The NO span gas shall then be bubbled through water at room temperature and passed through the CLD or HCLD; the NO value shall be recorded as *C*. The analyser's absolute operating pressure and the water temperature shall be determined and recorded as E and F, respectively. The mixture's saturation vapour pressure that corresponds to the water temperature of the bubbler *F* shall be determined and recorded as *G*. The water vapour concentration *H* [%] of the gas mixture shall be calculated as:

(H)(GE 100)The expected concentration of the diluted NO-water vapour span gas shall be recorded as D_e after being calculated as:

(D $_e$)(D(1H100))For diesel exhaust, the maximum concentration of water vapour in the exhaust gas (in per cent) expected during the test shall be recorded as H_m after being estimated, under the assumption of a fuel H/C ratio of 1.8/1, from the maximum CO_2 concentration in the exhaust gas A as follows:

(H $_m$)(0,9 A)The per cent water quench shall be calculated as:

(E $_{H2O}$)(((D $_e$ CD $_e$)(H $_m$H)) 100)where:

D_e		is the expected diluted NO concentration [ppm]
C		is the measured diluted NO concentration [ppm]
H_m		is the maximum water vapour concentration [%]
H		is the actual water vapour concentration [%]

(iii) Maximum allowable quench

The combined CO_2 and water quench shall not exceed 2 per cent of full scale.

(d) Quench check for NDUV analysers

Hydrocarbons and water can positively interfere with NDUV analysers by causing a response similar to that of NO_X. The manufacturer of the NDUV analyser shall use the following procedure to verify that quench effects are limited:

(i) The analyser and chiller shall be set up by following the operating instructions of the manufacturer; adjustments should be made as to optimise the analyser and chiller performance.

(ii) A zero calibration and span calibration at concentration values expected during emissions testing shall be performed for the analyser.

(iii) A NO_2 calibration gas shall be selected that matches as far as possible the maximum NO_2 concentration expected during emissions testing.

(iv) The NO_2 calibration gas shall overflow at the gas sampling system's probe until the NO_X response of the analyser has stabilised.

(v) The mean concentration of the stabilized NO_X recordings over a period of 30 s shall be calculated and recorded as $NO_{X,ref}$.

(vi) The flow of the NO_2 calibration gas shall be stopped and the sampling system saturated by overflowing with a dew point generator's output, set at a dew point of 50 °C. The dew point generator's output shall be sampled through the sampling system and chiller for at least 10 minutes until the chiller is expected to be removing a constant rate of water.

(vii) Upon completion of (iv), the sampling system shall again be overflown by the NO_2 calibration gas used to establish $NO_{X,ref}$ until the total NO_X response has stabilized.

(viii) The mean concentration of the stabilized NO_X recordings over a period of 30 s shall be calculated and recorded as $NO_{X,m}$.

(ix) $NO_{X,m}$ shall be corrected to $NO_{X,dry}$ based upon the residual water vapour that passed through the chiller at the chiller's outlet temperature and pressure.

The calculated $NO_{X,dry}$ shall at least amount to 95 % of $NO_{X,ref}$.

(e) Sample dryer

A sample dryer removes water, which can otherwise interfere with the NO_X measurement. For dry CLD analysers, it shall be demonstrated that at the highest expected water vapour concentration H_m the sample dryer maintains the CLD humidity at ≤ 5 g water/kg dry air (or about 0.8 per cent H_2O), which is 100 per cent relative humidity at 3.9 °C and 101.3 kPa or about 25 per cent relative humidity at 25 °C and 101.3 kPa. Compliance may be demonstrated by measuring the temperature at the outlet of a thermal sample dryer or by measuring the humidity at a point just upstream of the CLD. The humidity of the CLD exhaust might also be measured as long as the only flow into the CLD is the flow from the sample dryer.

(f) Sample dryer NO_2 penetration

Liquid water remaining in an improperly designed sample dryer can remove NO_2 from the sample. If a sample dryer is used in combination with a NDUV analyser without an NO_2/NO converter upstream, water could therefore remove NO_2 from the sample prior to the NO_X measurement. The sample dryer shall allow for measuring at least 95 per cent of the NO_2 contained in a gas that is saturated with water vapour and consists of the maximum NO_2 concentration expected to occur during emission testing.

4.4. Response time check of the analytical system

For the response time check, the settings of the analytical system shall be exactly the same as during the emissions test (i.e. pressure, flow rates, filter settings in the analysers and all other parameters influencing the response time). The response time shall be determined with gas switching directly at the inlet of the sample probe. The gas switching shall be done in less than

0.1 second. The gases used for the test shall cause a concentration change of at least 60 per cent full scale of the analyser.

The concentration trace of each single gas component shall be recorded. The delay time is defined as the time from the gas switching (t_0) until the response is 10 per cent of the final reading (t_{10}). The rise time is defined as the time between 10 per cent and 90 per cent response of the final reading ($t_{90} – t_{10}$). The system response time (t_{90}) consists of the delay time to the measuring detector and the rise time of the detector.

For time alignment of the analyser and exhaust flow signals, the transformation time is defined as the time from the change (t_0) until the response is 50 per cent of the final reading (t_{50}).

The system response time shall be $\leq$ 12 s with a rise time of $\leq$ 3 seconds for all components and all ranges used. When using a NMC for the measurement of NMHC, the system response time may exceed 12 seconds.

5. GASES

5.1. Calibration and span gases for RDE tests

5.1.1. General

The shelf life of calibration and span gases shall be respected. Pure as well as mixed calibration and span gases shall fulfil the specifications of Sub-Annex 5 of Annex XXI to this Regulation.

5.1.2. NO_2 calibration gas

In addition, NO_2 calibration gas is permissible. The concentration of the NO_2 calibration gas shall be within two per cent of the declared concentration value. The amount of NO contained in the NO_2 calibration gas shall not exceed 5 per cent of the NO_2 content.

5.1.3. Multicomponent mixtures

Only multicomponent mixtures which fulfil the requirements of point 5.1.1. shall be used. These mixtures may contain two or more of the components. Multicomponent mixtures containing both NO and NO2 are exempted of the NO2 impurity requirement set out in points 5.1.1 and 5.1.2.

5.2. Gas dividers

Gas dividers, i.e., precision blending devices that dilute with purified N_2 or synthetic air, can be used to obtain calibration and span gases. The accuracy of the gas divider shall be such that the concentration of the blended calibration gases is accurate to within ± 2 per cent. The verification shall be performed at between 15 and 50 per cent of full scale for each calibration incorporating a gas divider. An additional verification may be performed using another calibration gas, if the first verification has failed.

Optionally, the gas divider may be checked with an instrument which by nature is linear, e.g. using NO gas in combination with a CLD. The span value of the instrument shall be adjusted with the span gas directly connected to the instrument. The gas divider shall be checked at the settings typically used and the nominal value shall be compared with the concentration measured by the instrument. The difference shall in each point be within ±1 per cent of the nominal concentration value.

5.3. Oxygen interference check gases

Oxygen interference check gases consist of a blend of propane, oxygen and nitrogen and shall contain propane at a concentration of 350 ± 75 ppmC_1. The concentration shall be determined by gravimetric methods, dynamic blending or the chromatographic analysis of total hydrocarbons plus impurities. The oxygen concentrations of the oxygen interference check gases shall meet the requirements listed in Table 3; the remainder of the oxygen interference check gas shall consist of purified nitrogen.

Table 3		
Oxygen interference check gases		
	Engine type	
	Compression ignition	Positive ignition
O_2 concentration	21 ± 1 %	10 ± 1 %
	10 ± 1 %	5 ± 1 %
	5 ± 1 %	0,5 ± 0,5 %

6. ANALYSERS FOR MEASURING (SOLID) PARTICLE EMISSIONS

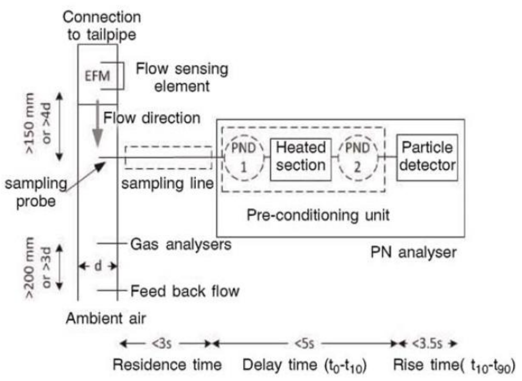
This sections will define future requirement for analysers for measuring particle number emissions, once their measurement becomes mandatory.

6.1. General

The PN analyser shall consist of a pre-conditioning unit and a particle detector that counts with 50 % efficiency from approximately 23 nm. It is permissible that the particle detector also pre-conditions the aerosol. The sensitivity of the analysers to shocks, vibration, aging, variability in temperature and air pressure as well as electromagnetic interferences and other impacts related to vehicle and analyser operation shall be limited as far as possible and shall be clearly stated by the equipment manufacturer in its support material. The PN analyser shall only be used within its manufacturer's declared parameters of operation.

Figure 1

Example of a PN analyser setup: Dotted lines depict optional parts. EFM = Exhaust mass Flow Meter, d = inner diameter, PND = Particle Number Diluter.



The PN analyser shall be connected to the sampling point via a sampling probe which extracts a sample from the centreline of the tailpipe tube. As specified in point 3.5 of Appendix 1, if particles are not diluted at the tailpipe, the sampling line shall be heated to a minimum temperature of 373 K (100 °C) until the point of first dilution of the PN analyser or the particle detector of the analyser. The residence time in the sampling line shall be less than 3 s.

All parts in contact with the sampled exhaust gas shall be always kept at a temperature that avoids condensation of any compound in the device. This can be achieved, e.g. by heating at a higher temperature and diluting the sample or oxidizing the (semi)volatile species.

The PN analyser shall include a heated section at wall temperature ≥ 573 K. The unit shall control the heated stages to constant nominal operating temperatures, within a tolerance of ± 10 K and provide an indication of whether or not heated stages are at their correct operating temperatures. Lower temperatures are acceptable as long as the volatile particle removal efficiency fulfils the specifications of 6.4.

Pressure, temperature and other sensors shall monitor the proper operation of the instrument during operation and trigger a warning or message in case of malfunction.

The delay time of the PN analyser shall be ≤ 5 s.

The PN analyser (and/or particle detector) shall have a rise time of ≤ 3,5 s.

Particle concentration measurements shall be reported normalised to 273 K and 101,3 kPa. If necessary, the pressure and/or temperature at the inlet of the detector shall be measured and reported for the purposes of normalizing the particle concentration.

PN systems that comply with the calibration requirements of the UNECE Regulations 83 or 49 or GTR 15 automatically comply with the calibration requirements of this Annex.

6.2. Efficiency requirements

The complete PN analyser system including the sampling line shall fulfil the efficiency requirements of Table 3a.

Table 3a							
PN analyser (including the sampling line) system efficiency requirements							
d_p [nm]	Sub-23	23	30	50	70	100	200
$E(d_p)$ PN analyser	To be determined	0,2 – 0,6	0,3 – 1,2	0,6 – 1,3	0,7 – 1,3	0,7 – 1,3	0,5 – 2,0

Efficiency $E(d_p)$ is defined as the ratio in the readings of the PN analyser system to a reference Condensation Particle Counter (CPC)'s ($d_{50\ \%}$ = 10 nm or lower, checked for linearity and calibrated with an electrometer) or an Electrometer's number concentration measuring in parallel monodisperse aerosol of mobility diameter d_p and normalized at the same temperature and pressure conditions.

The efficiency requirements will need to be adapted, in order to make sure that the efficiency of the PN analysers remains consistent with the margin PN. The material should be thermally stable soot-like (e.g. spark discharged graphite or diffusion flame soot with thermal pre-treatment). If the efficiency curve is measured with a different aerosol (e.g. NaCl), the correlation to the soot-like curve must be provided as a chart, which compares the efficiencies obtained using both test aerosols. The differences in the counting efficiencies have to be taken into account by adjusting the measured efficiencies based on the provided chart to give soot-like aerosol efficiencies. The correction for multiply charged particles should be applied and documented but shall not exceed 10 %. These efficiencies refer to the PN analysers with the sampling line. The PN analyser can also be calibrated in parts (i.e. the pre-conditioning unit separately from the particle detector) as long as it is proven that PN analyser and the sampling line together fulfil the requirements of Table 3a. The measured signal from the detector shall be > 2 times the limit of detection (here defined as the zero level plus 3 standard deviations).

6.3. Linearity requirements

The PN analyser including the sampling line shall fulfil the linearity requirements of point 3.2 in Appendix 2 using monodisperse or polydisperse soot-like particles. The particle size (mobility diameter or count median diameter) should be larger than 45 nm. The reference instrument shall be an Electrometer or a Condensation Particle Counter (CPC) with d_{50} = 10 nm or lower, verified for linearity. Alternatively, a particle number system compliant with UNECE Regulation 83.

In addition the differences of the PN analyser from the reference instrument at all points checked (except the zero point) shall be within 15 % of their mean value. At least 5 points equally distributed (plus the zero) shall be checked. The maximum checked concentration shall be the maximum allowed concentration of the PN analyser.

If the PN analyser is calibrated in parts, then the linearity can be checked only for the PN detector, but the efficiencies of the rest parts and the sampling line have to be considered in the slope calculation.

6.4. Volatile removal efficiency

The system shall achieve > 99 % removal of ≥ 30 nm tetracontane ($CH_3(CH_2)_{38}CH_3$) particles with an inlet concentration of ≥ 10000 particles per cubic-centimetre at the minimum dilution.

The system shall also achieve a > 99 % removal efficiency of polydisperse alcane (decane or higher) or emery oil with count median diameter > 50 nm and mass > 1 mg/m^3.

The volatile removal efficiency with tetracontane and/or polydisperse alcane or oil have to be proven only once for the instrument family. The instrument manufacturer though has to provide the maintenance or replacement interval that ensures that the removal efficiency does not drop below the technical requirements. If such information is not provided, the volatile removal efficiency has to be checked yearly for each instrument.

7. INSTRUMENTS FOR MEASURING EXHAUST MASS FLOW

7.1. General

Instruments, sensors or signals for measuring the exhaust mass flow rate shall have a measuring range and response time appropriate for the accuracy required to measure the exhaust mass flow rate under transient and steady state conditions. The sensitivity of instruments, sensors and signals to shocks, vibration, aging, variability in temperature, ambient air pressure, electromagnetic interferences and other impacts related to vehicle and instrument operation shall be on a level as to minimize additional errors.

7.2. Instrument specifications

The exhaust mass flow rate shall be determined by a direct measurement method applied in either of the following instruments:

(a) Pitot-based flow devices;

(b) Pressure differential devices like flow nozzle (details see ISO 5167);

(c) Ultrasonic flow meter;

(d) Vortex flow meter.

Each individual exhaust mass flow meter shall fulfil the linearity requirements set out in point 3. Furthermore, the instrument manufacturer shall demonstrate the compliance of each type of exhaust mass flow meter with the specifications in points 7.2.3 to 7.2.9.

It is permissible to calculate the exhaust mass flow rate based on air flow and fuel flow measurements obtained from traceably calibrated sensors if these fulfil the linearity requirements of point 3, the accuracy requirements of point 8 and if the resulting exhaust mass flow rate is validated according to point 4 of Appendix 3.

In addition, other methods that determine the exhaust mass flow rate based on not directly traceable instruments and signals, such as simplified exhaust mass flow meters or ECU signals are permissible if the resulting exhaust mass flow rate fulfils the linearity requirements of point 3 and is validated according to point 4 of Appendix 3.

7.2.1. *Calibration and verification standards*

The measurement performance of exhaust mass flow meters shall be verified with air or exhaust gas against a traceable standard such as, e.g. a calibrated exhaust mass flow meter or a full flow dilution tunnel.

7.2.2. *Frequency of verification*

The compliance of exhaust mass flow meters with points 7.2.3 and 7.2.9 shall be verified no longer than one year before the actual test.

7.2.3. *Accuracy*

The accuracy of the EFM, defined as the deviation of the EFM reading from the reference flow value, shall not exceed ± 3 percent of the reading, 0,5 % of full scale or ± 1,0 per cent of the maximum flow at which the EFM has been calibrated, whichever is larger.

7.2.4. *Precision*

The precision, defined as 2,5 times the standard deviation of 10 repetitive responses to a given nominal flow, approximately in the middle of the calibration range, shall not exceed 1 per cent of the maximum flow at which the EFM has been calibrated.

7.2.5. *Noise*

The noise shall not exceed 2 per cent of the maximum calibrated flow value. Each of the 10 measurement periods shall be interspersed with an interval of 30 seconds in which the EFM is exposed to the maximum calibrated flow.

7.2.6. *Zero response drift*

The zero response drift is defined as the mean response to zero flow during a time interval of at least 30 seconds. The zero response drift can be verified based on the reported primary signals, e.g., pressure. The drift of the primary signals over a period of 4 hours shall be less than ±2 per cent of the maximum value of the primary signal recorded at the flow at which the EFM was calibrated.

7.2.7. *Span response drift*

The span response drift is defined as the mean response to a span flow during a time interval of at least 30 seconds. The span response drift can be verified based on the reported primary signals, e.g., pressure. The drift of the primary signals over a period of 4 hours shall be less than ± 2 per cent of the maximum value of the primary signal recorded at the flow at which the EFM was calibrated.

7.2.8. *Rise time*

The rise time of the exhaust flow instruments and methods should match as far as possible the rise time of the gas analysers as specified in point 4.2.7 but shall not exceed 1 second.

7.2.9. *Response time check*

The response time of exhaust mass flow meters shall be determined by applying similar parameters as those applied for the emissions test (i.e., pressure, flow rates, filter settings and all other response time influences). The response time determination shall be done with gas switching directly at the inlet of the exhaust mass flow meter. The gas flow switching shall be done as fast as possible, but highly recommended in less than 0,1 second. The gas flow rate used for the test shall cause a flow rate change of at least 60 per cent full scale of the exhaust mass flow meter. The gas flow shall be recorded. The delay time is defined as the time from the gas flow switching (t_0) until the response is 10 per cent (t_{10}) of the final reading. The rise time is defined as the time between 10 per cent and 90 per cent response ($t_{90} – t_{10}$) of the final reading. The response time (t_{90}) is defined as the sum of the delay time and the rise time. The exhaust mass flow meter response time (t_{90}) shall be ≤ 3 seconds with a rise time ($t_{90} – t_{10}$) of ≤ 1 second in accordance with point 7.2.8.

8. SENSORS AND AUXILIARY EQUIPMENT

Any sensor and auxiliary equipment used to determine, e.g., temperature, atmospheric pressure, ambient humidity, vehicle speed, fuel flow or intake air flow shall not alter or unduly affect the performance of the vehicle's engine and exhaust after-treatment system. The accuracy of sensors and auxiliary equipment shall fulfil the requirements of Table 4. Compliance with the requirements of Table 4 shall be demonstrated at intervals specified by the instrument manufacturer, as required by internal audit procedures or in accordance with ISO 9000.

Table 4

Accuracy requirements for measurement parameters

Measurement parameter	Accuracy
Fuel flow[43]	± 1 % of reading[44]
Air flow[45]	± 2 % of reading
Vehicle speed[46]	± 1,0 km/h absolute
Temperatures ≤600 K	± 2 K absolute
Temperatures >600 K	± 0,4 % of reading in Kelvin
Ambient pressure	± 0,2 kPa absolute

[43] optional to determine exhaust mass flow

[44] The accuracy shall be 0,02 per cent of reading if used to calculate the air and exhaust mass flow rate from the fuel flow according to point 10 of Appendix 4.

[45] optional to determine exhaust mass flow

[46] This requirement applies to the speed sensor only; if vehicle speed is used to determine parameters like acceleration, the product of speed and positive acceleration, or RPA, the speed signal shall have an accuracy of 0,1 % above 3 km/h and a sampling frequency of 1 Hz. This accuracy requirement can be met by using the signal of a wheel rotational speed sensor.

Relative humidity	± 5 % absolute
Absolute humidity	± 10 % of reading or, 1 gH_2O/kg dry air, whichever is larger

Appendix 3

VALIDATION OF PEMS AND NON-TRACEABLE EXHAUST MASS FLOW RATE

1. INTRODUCTION

This appendix describes the requirements to validate under transient conditions the functionality of the installed PEMS as well as the correctness of the exhaust mass flow rate obtained from non-traceable exhaust mass flow meters or calculated from ECU signals.

2. SYMBOLS, PARAMETERS AND UNITS

%	—	per cent
#/km	—	number per kilometre
a_0	—	*y* intercept of the regression line
a_1	—	slope of the regression line
g/km	—	gramme per kilometre
Hz	—	hertz
km	—	kilometre
m	—	metre
mg/km	—	milligramme per kilometre
r^2	—	coefficient of determination
x	—	actual value of the reference signal
y	—	actual value of the signal under validation

3. VALIDATION PROCEDURE FOR PEMS

3.1. Frequency of PEMS validation

It is recommended to validate the installed PEMS once for each PEMS-vehicle combination either before the RDE test or, alternatively, after the completion of the test.

3.2. PEMS validation procedure

3.2.1. *PEMS installation*

The PEMS shall be installed and prepared according to the requirements of Appendix 1. The PEMS installation shall be kept unchanged in the time period between the validation and the RDE test.

3.2.2. *Test conditions*

The validation test shall be conducted on a chassis dynamometer, as far as possible, under type approval conditions by following the requirements of Annex XXI to this Regulation. It is recommended to feed the exhaust flow extracted by the PEMS during the validation test back to the CVS. If this is not feasible, the CVS results shall be corrected for the extracted exhaust mass. If the exhaust mass flow rate is validated with an exhaust mass flow meter, it is recommended to cross-check the mass flow rate measurements with data obtained from a sensor or the ECU.

3.2.3. *Data analysis*

The total distance-specific emissions [g/km] measured with laboratory equipment shall be calculated in accordance to Sub-Annex 7 of Annex XXI. The emissions as measured with the PEMS shall be calculated according to point 9 of Appendix 4, summed to give the total mass of pollutant emissions [g] and then divided by the test distance [km] as obtained from the chassis dynamometer. The total distance-specific mass of pollutants [g/km], as determined by the PEMS and the reference laboratory system, shall be evaluated against the requirements specified in point 3.3. For the validation of NO_X emission measurements, humidity correction shall be applied in accordance with Sub-Annex 7 of Annex XXI to this Regulation..

3.3. Permissible tolerances for PEMS validation

The PEMS validation results shall fulfil the requirements given in Table 1. If any permissible tolerance is not met, corrective action shall be taken and the PEMS validation shall be repeated.

Table 1

Permissible tolerances

Parameter [Unit]	Permissible absolute tolerance
Distance [km][47]	250 m of the laboratory reference
THC[48] [mg/km]	15 mg/km or 15 % of the laboratory reference, whichever is larger
CH_4[49] [mg/km]	15 mg/km or 15 % of the laboratory reference, whichever is larger
NMHC[50] [mg/km]	20 mg/km or 20 % of the laboratory reference, whichever is larger
PN[51] [#/km]	$1 \cdot 10^{11}$ p/km or 50 % of the laboratory reference[52] whichever is larger
CO[53] [mg/km]	150 mg/km or 15 % of the laboratory reference, whichever is larger
CO_2 [g/km]	10 g/km or 10 % of the laboratory reference, whichever is larger
NO_x[54] [mg/km]	15 mg/km or 15 % of the laboratory reference, whichever is larger

47 only applicable if vehicle speed is determined by the ECU; to meet the permissible tolerance it is permitted to adjust the ECU vehicle speed measurements based on the outcome of the validation test

48 parameter only mandatory if measurement required by point 2.1 of this Annex.

49 parameter only mandatory if measurement required by point 2.1 of this Annex.

50 parameter only mandatory if measurement required by point 2.1 of this Annex.

51 parameter only mandatory if measurement required by point 2.1 of this Annex.

52 PMP system.

53 parameter only mandatory if measurement required by point 2.1 of this Annex.

54 parameter only mandatory if measurement required by point 2.1 of this Annex.

4. VALIDATION PROCEDURE FOR THE EXHAUST MASS FLOW RATE DETERMINED BY NON-TRACEABLE INSTRUMENTS AND SENSORS

4.1. Frequency of validation

In addition to fulfilling the linearity requirements of point 3 of Appendix 2 under steady-state conditions, the linearity of non-traceable exhaust mass flow meters or the exhaust mass flow rate calculated from non-traceable sensors or ECU signals shall be validated under transient conditions for each test vehicle against a calibrated exhaust mass flow meter or the CVS.

4.2. Validation procedure

The validation shall be conducted on a chassis dynamometer under type approval conditions, as far as applicable. As reference, a traceably calibrated flow meter shall be used. The ambient temperature can be any within the range specified in point 5.2 of this Annex. The installation of the exhaust mass flow meter and the execution of the test shall fulfil the requirement of point 3.4.3 of Appendix 1 of this Annex.

The following calculation steps shall be taken to validate the linearity:

(a) The signal under validation and the reference signal shall be time corrected by following, as far as applicable, the requirements of point 3 of Appendix 4.

(b) Points below 10 % of the maximum flow value shall be excluded from the further analysis.

(c) At a constant frequency of at least 1,0 Hz, the signal under validation and the reference signal shall be correlated using the best-fit equation having the form:

$(y)(a_1 x\ a_0)$

where:

y		is the actual value of the signal under validation
a_1		is the slope of the regression line
x		is the actual value of the reference signal
a_0		is the *y* intercept of the regression line

The standard error of estimate (SEE) of *y* on *x* and the coefficient of determination (r^2) shall be calculated for each measurement parameter and system.

(d) The linear regression parameters shall meet the requirements specified in Table 2.

4.3. Requirements

The linearity requirements given in Table 2 shall be fulfilled. If any permissible tolerance is not met, corrective action shall be taken and the validation shall be repeated.

Table 2

Linearity requirements of calculated and measured exhaust mass flow

Measurement parameter/system	a_0	Slope a_1	Standard error	Coefficient of determination

			SEE	r^2
Exhaust mass flow	0,0 ± 3,0 kg/h	1,00 ± 0,075	≤10 % max	≥ 0,90

Appendix 4

DETERMINATION OF EMISSIONS

1. INTRODUCTION

This appendix describes the procedure to determine the instantaneous mass and particle number emissions [g/s; #/s] that shall be used for the subsequent evaluation of a RDE trip and the calculation of the final emission result as described in Appendix 6.

2. SYMBOLS, PARAMETERS AND UNITS

%	—	per cent
<	—	smaller than
#/s	—	number per second
α	—	molar hydrogen ratio (H/C)
β	—	molar carbon ratio (C/C)
γ	—	molar sulphur ratio (S/C)
δ	—	molar nitrogen ratio (N/C)
$\Delta t_{t,i}$	—	transformation time t of the analyser [s]
$\Delta t_{t,m}$	—	transformation time t of the exhaust mass flow meter [s]
ε	—	molar oxygen ratio (O/C)
ρ_e	—	density of the exhaust
ρ_{gas}	—	density of the exhaust component 'gas'
λ	—	excess air ratio
λ_i	—	instantaneous excess air ratio
A/F_{st}	—	stoichiometric air-to-fuel ratio [kg/kg]
°C	—	degrees centigrade
c_{CH4}	—	concentration of methane
c_{CO}	—	dry CO concentration [%]
c_{CO2}	—	dry CO_2 concentration [%]
c_{dry}	—	dry concentration of a pollutant in ppm or per cent volume
$c_{gas,i}$	—	instantaneous concentration of the exhaust component 'gas' [ppm]
c_{HCw}	—	wet HC concentration [ppm]

$c_{HC(w/NMC)}$	—	HC concentration with CH_4 or C_2H_6 flowing through the NMC [ppmC_1]
$c_{HC(w/oNMC)}$	—	HC concentration with CH_4 or C_2H_6 bypassing the NMC [ppmC_1]
$c_{i,c}$	—	time-corrected concentration of component *i* [ppm]
$c_{i,r}$	—	concentration of component *i* [ppm] in the exhaust
c_{NMHC}	—	concentration of non-methane hydrocarbons
c_{wet}	—	wet concentration of a pollutant in ppm or per cent volume
E_E	—	ethane efficiency
E_M	—	methane efficiency
g	—	gramme
g/s	—	gramme per second
H_a	—	intake air humidity [g water per kg dry air]
i	—	number of the measurement
kg	—	kilogramme
kg/h	—	kilogramme per hour
kg/s	—	kilogramme per second
k_w	—	dry-wet correction factor
m	—	metre
$m_{gas,i}$	—	mass of the exhaust component 'gas' [g/s]
$q_{maw,i}$	—	instantaneous intake air mass flow rate [kg/s]
$q_{m,c}$	—	time-corrected exhaust mass flow rate [kg/s]
$q_{mew,i}$	—	instantaneous exhaust mass flow rate [kg/s]
$q_{mf,i}$	—	instantaneous fuel mass flow rate [kg/s]
$q_{m,r}$	—	raw exhaust mass flow rate [kg/s]
r	—	cross-correlation coefficient
r^2	—	coefficient of determination
r_h	—	hydrocarbon response factor
rpm	—	revolutions per minute

s	—	second
u_{gas}	—	*u* value of the exhaust component ‘gas’

3. TIME CORRECTION OF PARAMETERS

For the correct calculation of distance-specific emissions, the recorded traces of component concentrations, exhaust mass flow rate, vehicle speed, and other vehicle data shall be time corrected. To facilitate the time correction, data which are subject to time alignment shall be recorded either in a single data recording device or with a synchronised timestamp following point 5.1 of Appendix 1. The time correction and alignment of parameters shall be carried out by following the sequence described in points 3.1 to 3.3.

3.1. Time correction of component concentrations

The recorded traces of all component concentrations shall be time corrected by reverse shifting according to the transformation times of the respective analysers. The transformation time of analysers shall be determined according to point 4.4 of Appendix 2:

($c_{i,c}$(t $\Delta t_{t,i}$))($c_{i,r}$(t))where:

$c_{i,c}$		is the time-corrected concentration of component i as function of time *t*
$c_{i,r}$		is the raw concentration of component i as function of time *t*
$\Delta t_{t,i}$		is the transformation time t of the analyser measuring component i

3.2. Time correction of exhaust mass flow rate

The exhaust mass flow rate measured with an exhaust flow meter shall be time corrected by reverse shifting according to the transformation time of the exhaust mass flow meter. The transformation time of the mass flow meter shall be determined according to point 4.4 of Appendix 2:

($q_{m,c}$(t $\Delta t_{t,m}$))($q_{m,r}$(t))where:

$q_{m,c}$		is the time-corrected exhaust mass flow rate as function of time *t*
$q_{m,r}$		is the raw exhaust mass flow rate as function of time *t*
$\Delta t_{t,m}$		is the transformation time t of the exhaust mass flow meter

In case the exhaust mass flow rate is determined by ECU data or a sensor, an additional transformation time shall be considered and obtained by cross-correlation between the calculated exhaust mass flow rate and the exhaust mass flow rate measured following point 4 of Appendix 3.

3.3. Time alignment of vehicle data

Other data obtained from a sensor or the ECU shall be time-aligned by cross-correlation with suitable emission data (e.g., component concentrations).

3.3.1. *Vehicle speed from different sources*

To time align vehicle speed with the exhaust mass flow rate, it is first necessary to establish one valid speed trace. In case vehicle speed is obtained from multiple sources (e.g., the GPS, a sensor or the ECU), the speed values shall be time aligned by cross-correlation.

3.3.2. *Vehicle speed with exhaust mass flow rate*

Vehicle speed shall be time aligned with the exhaust mass flow rate by cross-correlation between the exhaust mass flow rate and the product of vehicle speed and positive acceleration.

3.3.3. *Further signals*

The time alignment of signals whose values change slowly and within a small value range, e.g. ambient temperature, can be omitted.

4. COLD START

Cold start for the purposes of RDE is the period from the test start until the point when the vehicle has run for 5 minutes. If the coolant temperature is determined, the cold start period ends once the coolant is at least 70 °C for the first time but no later than 5 minutes after test start.

5. EMISSION MEASUREMENTS DURING STOP OF THE COMBUSTION ENGINE

Any instantaneous emissions or exhaust flow measurements obtained while the combustion engine is deactivated shall be recorded. In a separate step, the recorded values shall afterward be set to zero by the data post processing. The combustion engine shall be considered as deactivated if two of the following criteria apply: the recorded engine speed is < 50 rpm; the exhaust mass flow rate is measured at < 3 kg/h; the measured exhaust mass flow rate drops to < 15 % of the typical steady-state exhaust mass flow rate at idling.

6. CONSISTENCY CHECK OF VEHICLE ALTITUDE

In case well-reasoned doubts exist that a trip has been conducted above of the permissible altitude as specified in point 5.2 of this Annex and in case altitude has only been measured with a GPS, the GPS altitude data shall be checked for consistency and, if necessary, corrected. The consistency of data shall be checked by comparing the latitude, longitude and altitude data obtained from the GPS with the altitude indicated by a digital terrain model or a topographic map of suitable scale. Measurements that deviate by more than 40 m from the altitude depicted in the topographic map shall be manually corrected and marked.

7. CONSISTENCY CHECK OF GPS VEHICLE SPEED

The vehicle speed as determined by the GPS shall be checked for consistency by calculating and comparing the total trip distance with reference measurements obtained from either a sensor, the validated ECU or, alternatively, from a digital road network or topographic map. It is mandatory to correct GPS data for obvious errors, e.g., by applying a dead reckoning sensor, prior to the consistency check. The original and uncorrected data file shall be retained and any corrected data shall be marked. The corrected data shall not exceed an uninterrupted time period of 120 s or a total of 300 s. The total trip distance as calculated from the corrected GPS data shall deviate by no more than 4 % from the reference. If the GPS data do not meet these requirements and no other reliable speed source is available, the test results shall be voided.

8. CORRECTION OF EMISSIONS

8.1. Dry-wet correction

If the emissions are measured on a dry basis, the measured concentrations shall be converted to a wet basis as:

where:

$(c_{wet})(k_{w} c_{dry})$

c_{wet}		is the wet concentration of a pollutant in ppm or per cent volume
c_{dry}		is the dry concentration of a pollutant in ppm or per cent volume
k_w		is the dry-wet correction factor

The following equation shall be used to calculate k_w:

$((k_{w}))((11\ \alpha\ 0{,}005(c_{co2}\ c_{co})\ k_{w1})\ 1{,}008)$where:

$(k_{w1})(1{,}608\ H_{a}1000(1{,}608\ H_{a}))$where:

H_a		is the intake air humidity [g water per kg dry air]
c_{CO2}		is the dry CO_2 concentration [%]
c_{CO}		is the dry CO concentration [%]
α		is the molar hydrogen ratio

8.2. Correction of NO_x for ambient humidity and temperature

NO_x emissions shall not be corrected for ambient temperature and humidity.

8.3. Correction of negative emission results

Negative intermediate results shall not be corrected. Negative final results shall be set to zero.

8.4. Correction for extended conditions

The second-by second emissions calculated in accordance with this Appendix may be divided by a value of 1,6 solely for the cases laid down in points 9.5 and 9.6.

The corrective factor of 1,6 shall be applied only once. The corrective factor of 1,6 applies to pollutant emissions but not to CO_2.

9. DETERMINATION OF THE INSTANTANEOUS GASEOUS EXHAUST COMPONENTS

9.1. Introduction

The components in the raw exhaust shall be measured with the measurement and sampling analysers described in Appendix 2. The raw concentrations of relevant components shall be measured in accordance with Appendix 1. The data shall be time corrected and aligned in accordance with point 3.

9.2. Calculating NMHC and CH_4 concentrations

For methane measurement using a NMC-FID, the calculation of NMHC depends on the calibration gas/method used for the zero/span calibration adjustment. When a FID is used for THC measurement without a NMC, it shall be calibrated with propane/air or propane/N_2 in the normal manner. For the calibration of the FID in series with a NMC, the following methods are permitted:

(a) the calibration gas consisting of propane/air bypasses the NMC;

(b) the calibration gas consisting of methane/air passes through the NMC.

It is strongly recommended to calibrate the methane FID with methane/air through the NMC.

In method (a), the concentrations of CH_4 and NMHC shall be calculated as follows:

($c_{CH\ 4}$)($c_{HC(\ w\ oNMC)}$(1 E_M) $c_{HC(\ wNMC)}$(E_E E_M))(c_{NMHC})($c_{HC(\ w\ NMC)}$ $c_{HC(\ w\ oNMC)}$(1 E_E)r_h(E_E E_M))In method (b), the concentration of CH_4 and NMHC shall be calculated as follows:

($c_{CH\ 4}$)($c_{HC(w\ NMC)}$ r_h(1 E_M) $c_{HC(\ w\ oNMC)}$(1 E_E)(r_h)(E_E E_M))(c_{NMHC})($c_{HC(\ w\ oNMC)}$(1 E_M) $c_{HC(\ w\ NMC)}$ r_h(1 E_M)(E_E E_M))where:

$c_{HC(w/oNMC)}$		is the HC concentration with CH_4 or C_2H_6 bypassing the NMC [ppmC_1]
$c_{HC(w/NMC)}$		is the HC concentration with CH_4 or C_2H_6 flowing through the NMC [ppmC_1]
r_h		is the hydrocarbon response factor as determined in point 4.3.3.(b) of Appendix 2
E_M		is the methane efficiency as determined in point 4.3.4.(a) of Appendix 2
E_E		is the ethane efficiency as determined in point 4.3.4(b) of Appendix 2

If the methane FID is calibrated through the cutter (method b), then the methane conversion efficiency as determined in point 4.3.4.(a) of Appendix 2 is zero. The density used for calculating the NMHC mass shall be equal to that of total hydrocarbons at 273,15 K and 101,325 kPa and is fuel-dependent.

10. DETERMINATION OF EXHAUST MASS FLOW RATE

10.1. Introduction

The calculation of instantaneous mass emissions according to points 11 and 12 requires determining the exhaust mass flow rate. The exhaust mass flow rate shall be determined by one of the direct measurement methods specified in point 7.2 of Appendix 2. Alternatively, it is permissible to calculate the exhaust mass flow rate as described in points 10.2 to 10.4.

10.2. Calculation method using air mass flow rate and fuel mass flow rate

The instantaneous exhaust mass flow rate can be calculated from the air mass flow rate and the fuel mass flow rate as follows:

$(q_{mew,i})(q_{maw,i}(q_{mf,i}))$where:

$q_{mew,i}$		is the instantaneous exhaust mass flow rate [kg/s]
$q_{maw,i}$		is the instantaneous intake air mass flow rate [kg/s]
$q_{mf,i}$		is the instantaneous fuel mass flow rate [kg/s]

If the air mass flow rate and the fuel mass flow rate or the exhaust mass flow rate are determined from ECU recording, the calculated instantaneous exhaust mass flow rate shall meet the linearity requirements specified for the exhaust mass flow rate in point 3 of Appendix 2 and the validation requirements specified in point 4.3 of Appendix 3.

10.3. Calculation method using air mass flow and air-to-fuel ratio

The instantaneous exhaust mass flow rate can be calculated from the air mass flow rate and the air-to-fuel ratio as follows:

$(q_{mew,i})(q_{maw,i}(1(1AF_{st} \lambda_{i})))$where:

$(AF_{st})(138,0(1\alpha4\varepsilon2 \gamma)12,011\ 1,008\ \alpha\ 15,9994\ \varepsilon\ 14,0067\ \delta\ 32,0675\ \gamma)(\lambda_{i})((100c_{CO}\ 10\ 42\ c_{HCw}\ 10\ 4)(\alpha412\ c_{CO}\ 10\ 43,5\ c_{CO2}1c_{CO}\ 10\ 43,5\ c_{CO2}\varepsilon2\delta2)(c_{CO2}\ c_{CO}\ 10\ 4)4,764(1\alpha4\varepsilon2\ \gamma)(c_{CO2}\ c_{CO}\ 10\ 4\ c_{HCw}\ 10\ 4))$where:

$q_{maw,i}$		is the instantaneous intake air mass flow rate [kg/s]
A/F_{st}		is the stoichiometric air-to-fuel ratio [kg/kg]
λ_i		is the instantaneous excess air ratio
c_{CO2}		is the dry CO_2 concentration [%]
c_{CO}		is the dry CO concentration [ppm]
c_{HCw}		is the wet HC concentration [ppm]
α		is the molar hydrogen ratio (H/C)
β		is the molar carbon ratio (C/C)
γ		is the molar sulphur ratio (S/C)
δ		is the molar nitrogen ratio (N/C)
ε		is the molar oxygen ratio (O/C)

Coefficients refer to a fuel $C_\beta H_\alpha O_\varepsilon N_\delta S_\gamma$ with $\beta = 1$ for carbon based fuels. The concentration of HC emissions is typically low and may be omitted when calculating λ_i.

If the air mass flow rate and air-to-fuel ratio are determined from ECU recording, the calculated instantaneous exhaust mass flow rate shall meet the linearity requirements specified for the exhaust mass flow rate in point 3 of Appendix 2 and the validation requirements specified in point 4.3 of Appendix 3.

10.4. Calculation method using fuel mass flow and air-to-fuel ratio

The instantaneous exhaust mass flow rate can be calculated from the fuel flow and the air-to-fuel ratio (calculated with A/F_{st} and λ_i according to point 10.3) as follows:

$(q_{mew,i})(q_{mf,i}(1 AF_{st} \lambda_i))$The calculated instantaneous exhaust mass flow rate shall meet the linearity requirements specified for the exhaust gas mass flow rate in point 3 of Appendix 2 and the validation requirements specified in point 4.3 of Appendix 3.

11. CALCULATING THE INSTANTANEOUS MASS EMISSIONS OF GASEOUS COMPONENTS

The instantaneous mass emissions [g/s] shall be determined by multiplying the instantaneous concentration of the pollutant under consideration [ppm] with the instantaneous exhaust mass flow rate [kg/s], both corrected and aligned for the transformation time, and the respective *u* value of Table 1. If measured on a dry basis, the dry-wet correction according to point 8.1 shall be applied to the instantaneous component concentrations before executing any further calculations. If occurring, negative instantaneous emission values shall enter all subsequent data evaluations. Parameter values shall enter the calculation of instantaneous emissions [g/s] as reported by the analyser, flow-measuring instrument, sensor or the ECU. The following equation shall be applied:

where:

$(m_{gas,i})(u_{gas}\ c_{gas,i}\ q_{mew,i})$

$m_{gas,i}$		is the mass of the exhaust component ‘gas’ [g/s]
u_{gas}		is the ratio of the density of the exhaust component ‘gas’ and the overall density of the exhaust as listed in Table 1
$c_{gas,i}$		is the measured concentration of the exhaust component ‘gas’ in the exhaust [ppm]
$q_{mew,i}$		is the measured exhaust mass flow rate [kg/s]
gas		is the respective component
i		number of the measurement

Table 1

Raw exhaust gas u values depicting the ratio between the densities of exhaust component or pollutant i [kg/m^3] and the density of the exhaust gas [kg/m^3][55]												
Fuel	ρ_e [kg/m^3]	Component or pollutant i										
		NO_x						CO	HC	CO_2	O_2	CH_4
		ρ_{gas} [kg/m^3]										
		u_{gas}[56], [57]										
		2,053	1,250	[58]	1,9636	1,4277	0,716					
Diesel (B7)	1,2943	0,001586	0,000966	0,000482	0,001517	0,001103	0,000553					
Ethanol (ED95)	1,2768	0,001609	0,000980	0,000780	0,001539	0,001119	0,000561					
CNG[59]	1,2661	0,001621	0,000987	0,000528[60]	0,001551	0,001128	0,000565					
Propane	1,2805	0,001603	0,000976	0,000512	0,001533	0,001115	0,000559					
Butane	1,2832	0,001600	0,000974	0,000505	0,001530	0,001113	0,000558					
LPG[61]	1,2811	0,001602	0,000976	0,000510	0,001533	0,001115	0,000559					
Petrol (E10	1,2931	0,001587	0,000966	0,00049	0,001518	0,001104	0,000553					

[55] u_{gas} is a unitless parameter; the u_{gas} values include unit conversions to ensure that the instantaneous emissions are obtained in the specified physical unit, i.e., g/s

[56] at $\lambda = 2$, dry air, 273 K, 101.3 kPa

[57] u_{gas} is a unitless parameter; the u_{gas} values include unit conversions to ensure that the instantaneous emissions are obtained in the specified physical unit, i.e., g/s

[58] depending on fuel

[59] *u* values accurate within 0,2 % for mass composition of: C=66-76 %; H=22-25 %; N=0-12 %

[60] NMHC on the basis of $CH_{2.93}$ (for THC the u_{gas} coefficient of CH_4 shall be used)

[61] *u* accurate within 0,2 % for mass composition of: C_3=70-90 %; C_4=10-30 %

)				9								
Ethanol (E85)	1,2797	0,001604	0,000977	0,000730	0,001534	0,001116	0,000559					

12. CALCULATING THE INSTANTANEOUS PARTICLE NUMBER EMISSIONS

The instantaneous particle number emissions [particles/s] shall be determined by multiplying the instantaneous concentration of the pollutant under consideration [particles/cm^3] with the instantaneous exhaust mass flow rate [kg/s], both corrected and aligned for the transformation time. If applicable, negative instantaneous emission values shall enter all subsequent data evaluations. All significant digits of intermediate results shall enter the calculation of the instantaneous emissions. The following equation shall apply:

$(PN,i)(c_{PN,i}q_{mew,i}\rho_e)$

where:

PN,i		is the particle number flux [particles/s]
$c_{PN,i}$		is the measured particle number concentration [#/m^3] normalized at 0 °C
$q_{mew,i}$		is the measured exhaust mass flow rate [kg/s]
ρ_e		is the density of the exhaust gas [kg/m^3] at 0 °C (Table 1)

13. DATA REPORTING AND EXCHANGE

The data shall be exchanged between the measurement systems and the data evaluation software by a standardised reporting file as specified in point 2 of Appendix 8. Any pre-processing of data (e.g. time correction according to point 3 or the correction of the GPS vehicle speed signal according to point 7) shall be done with the control software of the measurement systems and shall be completed before the data reporting file is generated. If data are corrected or processed prior to entering the data reporting file, the original raw data shall be kept for quality assurance and control. Rounding of intermediate values is not permitted.

Appendix 5

VERIFICATION OF OVERALL TRIP DYNAMICS USING THE MOVING AVERAGING WINDOW METHOD

1. INTRODUCTION

The Moving Averaging Window method is used to verify the overall trip dynamics. The test is divided in sub-sections (windows) and the subsequent analysis aims at determining whether the trip is valid for RDE purposes. The ‘normality’ of the windows is conducted by comparing their CO_2 distance-specific emissions with a reference curve obtained from the vehicle CO_2 emissions measured in accordance with the WLTP procedure.

2. SYMBOLS, PARAMETERS AND UNITS

Index (i) refers to the time step

Index (j) refers to the window

Index (k) refers to the category (t=total, u=urban, r=rural, m=motorway) or to the CO_2 characteristic curve (cc)

Δ	-	difference
$\geq$	-	larger or equal
#	-	number
%	-	per cent
$\leq$	-	smaller or equal
a_1, b_1	-	coefficients of the CO_2 characteristic curve
a_2, b_2	-	coefficients of the CO_2 characteristic curve
M_{CO_2}	-	CO_2 mass, [g]
$M_{CO_2,j}$	-	CO_2 mass in window j, [g]
t_i	-	total time in step i, [s]
t_t	-	duration of a test, [s]
v_i	-	actual vehicle speed in time step i, [km/h]
$\overline{v}_j$	-	average vehicle speed in window j, [km/h]
tol_{1H}	-	upper tolerance for the vehicle CO_2 characteristic curve, [%]
tol_{1L}	-	lower tolerance for the vehicle CO_2 characteristic curve, [%]

3. MOVING AVERAGING WINDOWS

3.1. Definition of averaging windows

The instantaneous emissions calculated according to Appendix 4 shall be integrated using a moving averaging window method, based on the reference CO_2 mass. The principle of the calculation is as follows: The RDE distance-specific CO_2 mass emissions are not calculated for the complete data set, but for sub-sets of the complete data set, the length of these sub-sets being determined so as to match always the same fraction of the CO_2 mass emitted by the vehicle over the the WLTP cycle. The moving window calculations are conducted with a time increment Δt corresponding to the data sampling frequency. These sub-sets used to calculate the vehicle on-road CO_2 emissions and its average speed are referred to as 'averaging windows' in the following sections. The calculation described in the present point shall be run from the first data point (forward).

The following data shall not be considered for the calculation of the CO_2 mass, the distance and the vehicle average speed in the averaging windows:

– The periodic verification of the instruments and/or after the zero drift verifications;

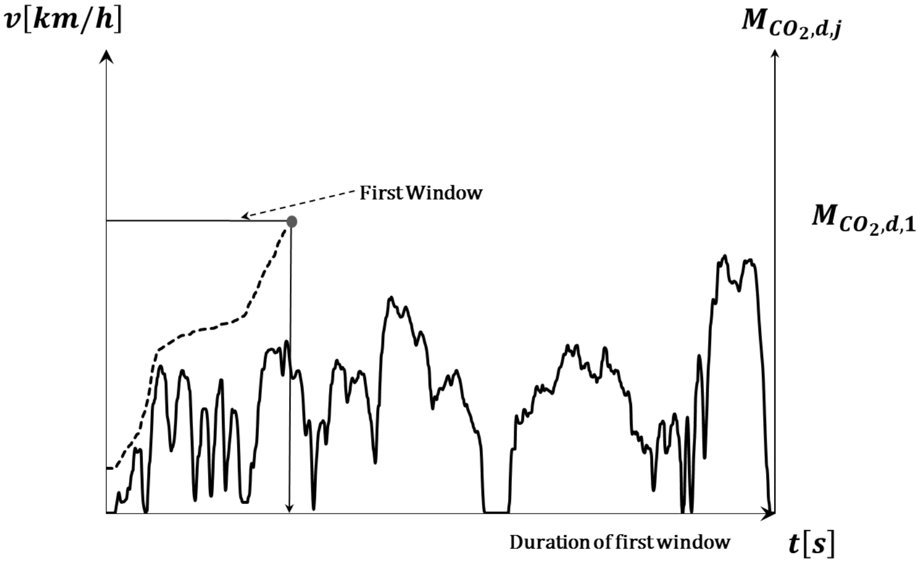
– Vehicle ground speed < 1 km/h;

The calculation shall start from when vehicle ground speed is higher than or equal to 1 km/h and include driving events during which no CO_2 is emitted and where the vehicle ground speed is higher than or equal to 1 km/h.

The mass emissions $M_{CO_2,j}$ shall be determined by integrating the instantaneous emissions in g/s as specified in Appendix 4 to this Annex.

Figure 1

Vehicle speed versus time - Vehicle averaged emissions versus time, starting from the first averaging window



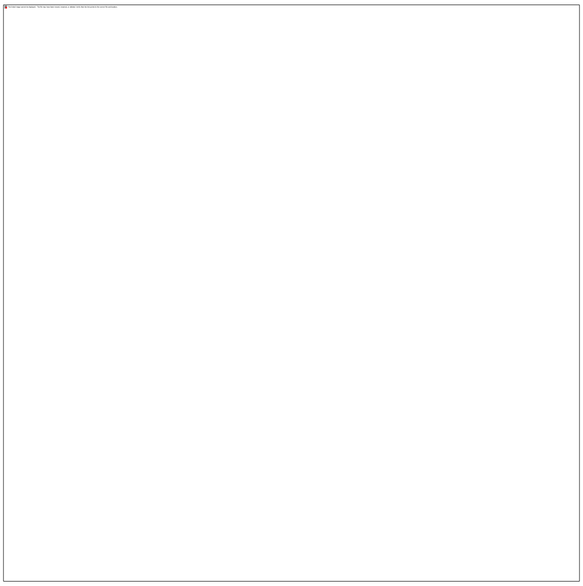
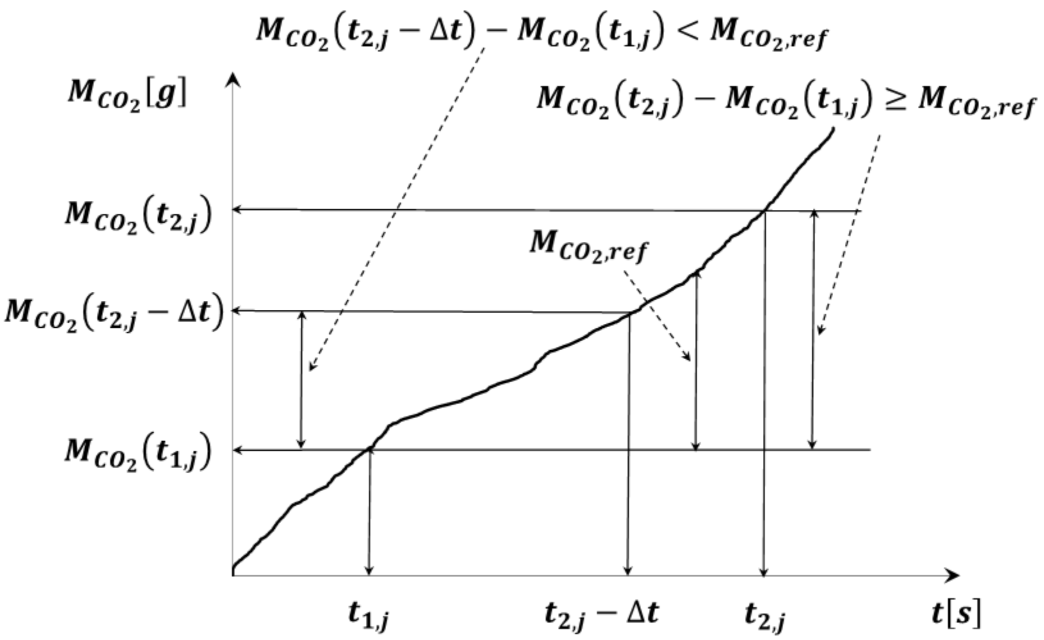


Figure 2

Definition of CO_2 mass based on averaging windows



The duration $(t_{2,j} - t_{1,j})$ of the j[th] averaging window is determined by:

$$M_{CO_2}(t_{2,j}) - M_{CO_2}(t_{1,j}) \geq M_{CO_2,ref}$$

Where:

$M_{CO_2}(t_{i,j})$ is the CO_2 mass measured between the test start and time $t_{i,j}$, [g];

$M_{CO_2,ref}$ is the half of the CO_2 mass emitted by the vehicle over the WLTP test conducted in accordance with Sub-Annex 6 to Annex XXI of this Regulation.

During type approval the CO_2 reference value shall be taken from the WLTP performed during type approval testing of the individual vehicle.

For ISC testing purposes, the reference CO_2 mass shall be obtained from point 12 of the Transparency list 1 of Appendix 5 of Annex II with interpolation between vehicle H and vehicle L (if relevant) as defined in Sub-Annex 7 of Annex XXI, using Test mass and Road load coefficients (f0, f1 & f2) obtained from the Certificate of Conformity for the individual vehicle as defined in Annex IX. The value for OVC-HEV vehicles is to be obtained from the WLTP test conducted using the Charge Sustaining mode.

$t_{2,j}$ shall be selected such as:

$$M_{CO_2}(t_{2,j} - \Delta t) - M_{CO_2}(t_{1,j}) < M_{CO_2,ref} \leq M_{CO_2}(t_{2,j}) - M_{CO_2}(t_{1,j})$$

Where Δt is the data sampling period.

The CO_2 masses $M_{CO_2,j}$ in the windows are calculated by integrating the instantaneous emissions calculated as specified in Appendix 4 to this Annex.

3.2. Calculation of window parameters

The following shall be calculated for each window determined in accordance with point 3.1.,

– ;

– The distance-specific CO_2 emissions $M_{CO2,d,j}$;

– The average vehicle speed $\bar{v}_j$

4. EVALUATION OF WINDOWS

4.1. Introduction

The reference dynamic conditions of the test vehicle are defined from the vehicle CO_2 emissions versus average speed measured at type approval on the Type 1 test and referred to as ‘vehicle CO_2 characteristic curve’. To obtain the distance specific CO_2 emissions, the vehicle shall be tested on the WLTP cycle in accordance with Annex XXI to this Regulation.

4.2. CO_2 characteristic curve reference points

The distance-specific CO_2 emissions to be considered in this paragraph for the definition of the reference curve shall be obtained from point 12 of the Transparency list 1 of Appendix 5 of Annex II with interpolation between vehicle H and vehicle L (if relevant) as defined in Sub-Annex 7 of Annex XXI, using Test mass and Road load coefficients (f0, f1 & f2) obtained from the Certificate of Conformity for the individual vehicle as defined in Annex IX. The value for OVC-HEV vehicles is to be that obtained from the WLTP test conducted using the Charge Sustaining mode.

During type approval, the values shall be taken from the WLTP performed during type approval testing of the individual vehicle.

The reference points P_1, P_2 and P_3 required to define the vehicle CO_2 characteristic curve shall be established as follows:

4.2.1. *Point P_1*

$\overline{v_{P1}} = 18.882\ km/h$ (Average Speed of the Low Speed phase of the WLTP cycle)

M_{CO_2,d,P_1} = Vehicle CO_2 emissions over the Low Speed phase of the WLTP cycle [g/km]

4.2.2. *Point P_2*

$\overline{v_{P2}} = 56.664\ km/h$ (Average S*peed of the High Speed phase of the WLTP cycle)*

M_{CO_2,d,P_2} = Vehicle CO_2 emissions over the High Speed phase of the WLTP cycle [g/km]

4.2.3. *Point P_3*

$\overline{v_{P3}} = 91.997\ km/h$ (Average S*peed of the Extra High Speed phase of the WLTP cycle)*

M_{CO_2,d,P_3} = Vehicle CO_2 emissions over the Extra High Speed phase of the WLTP cycle [g/km]

4.3. CO_2 characteristic curve definition

Using the reference points defined in section 4.2, the characteristic curve CO_2 emissions are calculated as a function of the average speed using two linear sections (P_1, P_2) and (P_2, P_3). The section (P_2, P_3) is limited to 145 km/h on the vehicle speed axis. The characteristic curve is defined by equations as follows:

For the section (P_1, P_2):

$$M_{CO_2,d,CC}(\bar{v}) = a_1\bar{v} + b_1$$

$with: a_1 = \left(M_{CO_2,d,P_2} - M_{CO_2,d,P_1}\right)/(\overline{v_{P2}} - \overline{v_{P1}})$

$and: b_1 = M_{CO_2,d,P_1} - a_1\overline{v_{P1}}$

For the section (P_2, P_3):

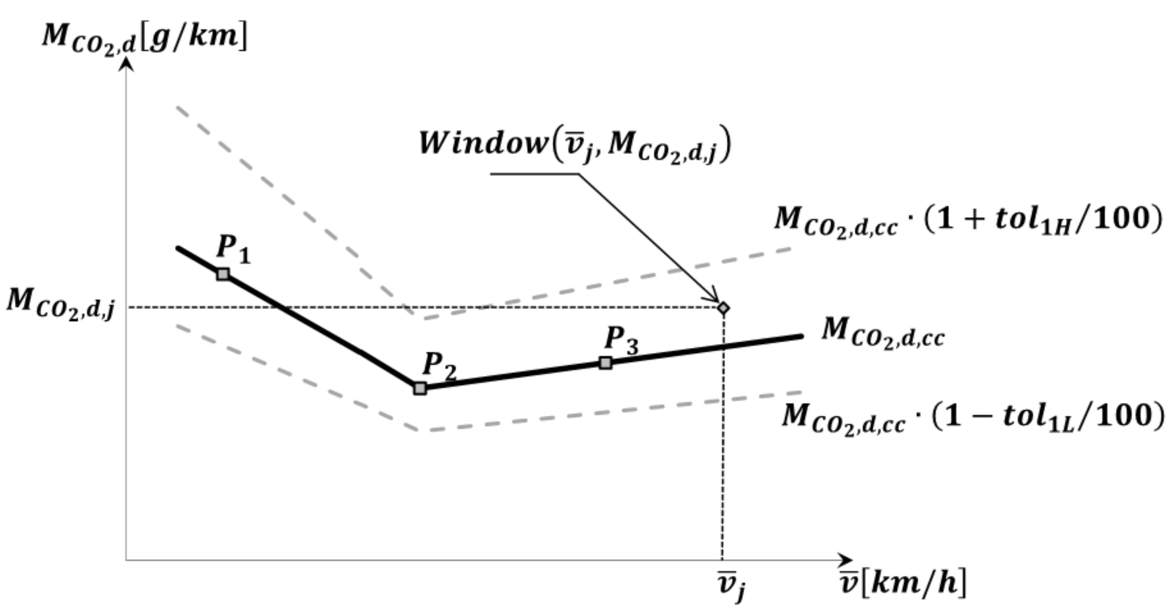
$$M_{CO_2,d,CC}(\bar{v}) = a_2\bar{v} + b_2$$

$with: a_2 = \left(M_{CO_2,d,P_3} - M_{CO_2,d,P_2}\right)/(\overline{v_{P3}} - \overline{v_{P2}})$

$and: b_2 = M_{CO_2,d,P_2} - a_2\overline{v_{P2}}$

Figure 3

Vehicle CO_2 characteristic curve and tolerances for ICE and NOVC-HEV vehicles



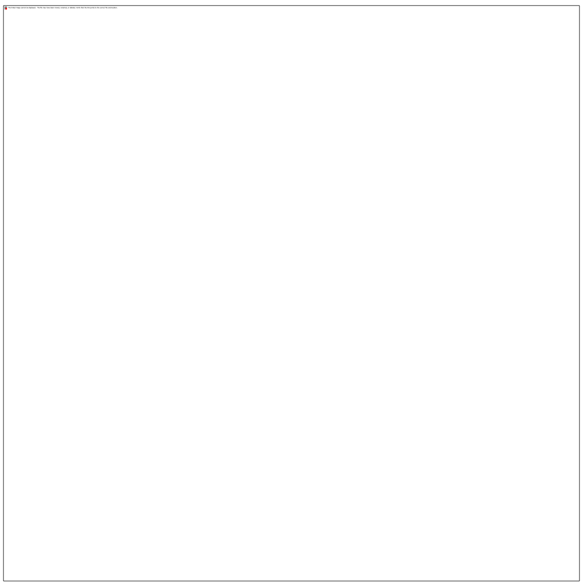
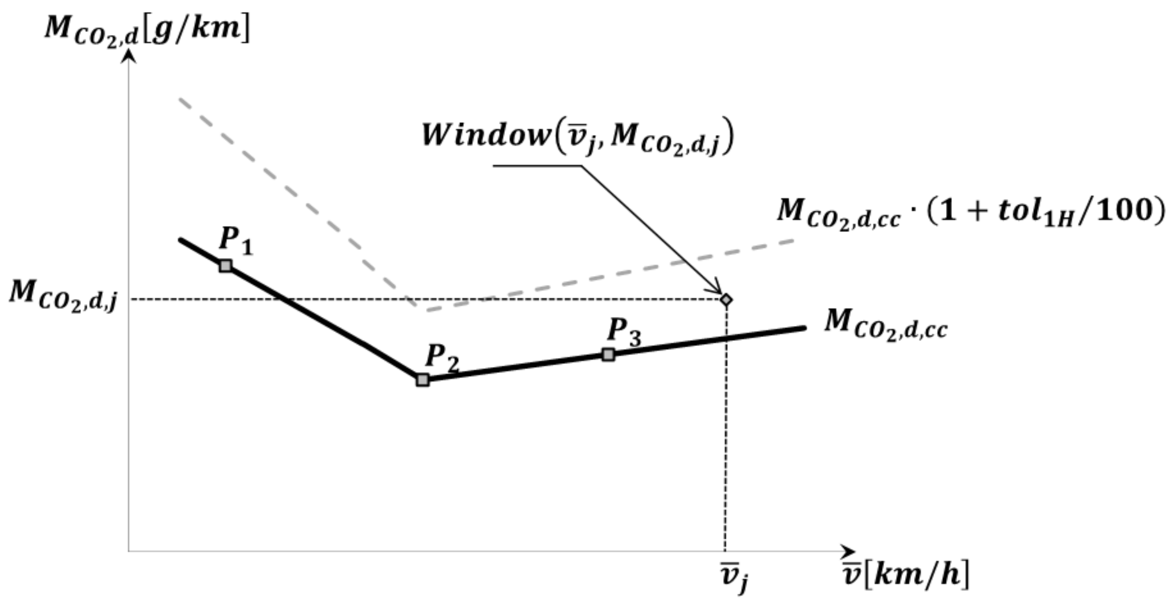


Figure 4:

Vehicle CO_2 characteristic curve and tolerances for OVC-HEV vehicles



4.4. Urban, rural and motorway windows

4.4.1. Urban windows

Urban windows are characterized by average vehicle ground speeds $\overline{v}_j$ lower than 45 km/h.

4.4.2. Rural windows

Rural windows are characterized by average vehicle ground speeds $\overline{v}_j$ greater than or equal to 45 km/h and lower than 80 km/h.

For N2 category vehicles that are equipped in accordance with Directive 92/6/EEC with a device limiting vehicle speed to 90 km/h, rural windows are characterized by average vehicle speeds $\overline{v}_j$ lower than 70 km/h.

4.4.3. Motorway windows

Motorway windows are characterized by average vehicle ground speeds $\overline{v}_j$ greater than or equal to 80 km/h and lower than 145 km/h

For N2 category vehicles that are equipped in accordance with Directive 92/6/EEC with a device limiting vehicle speed to 90 km/h, motorway windows are characterized by average vehicle speeds $\overline{v}_j$ greater than or equal to 70 km/h and lower than 90 km/h.

Figure 5

Vehicle CO_2 characteristic curve: urban, rural and motorway driving definitions (Illustrated for ICE and NOVC-HEV vehicles) except N2 category vehicles that are equipped in accordance with Directive 92/6/EEC with a device limiting vehicle speed to 90 km/h)

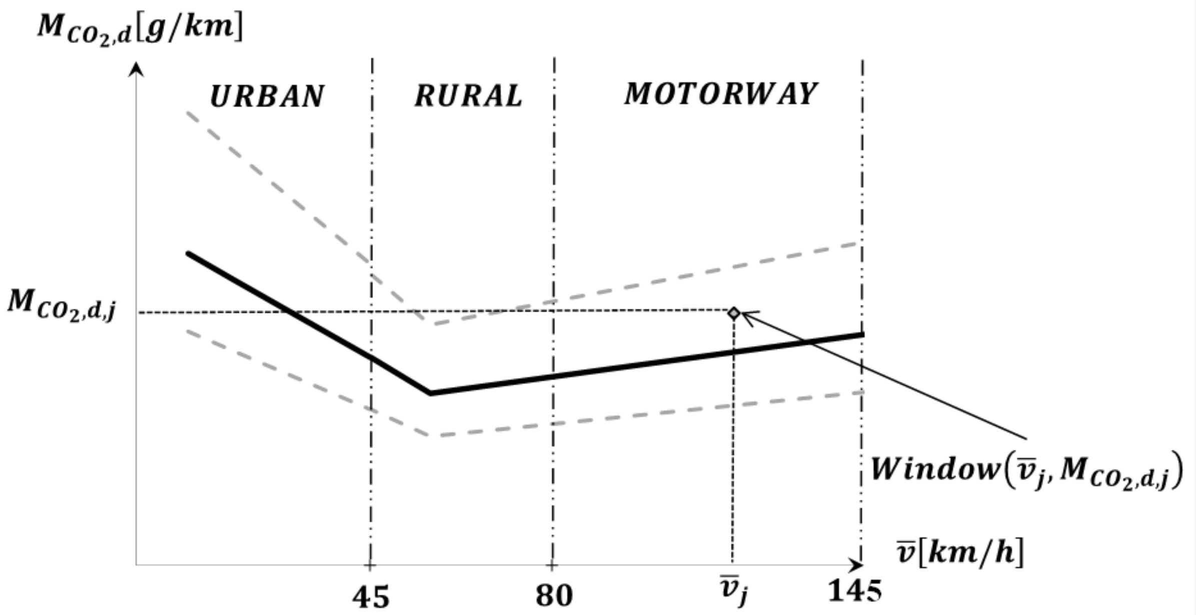
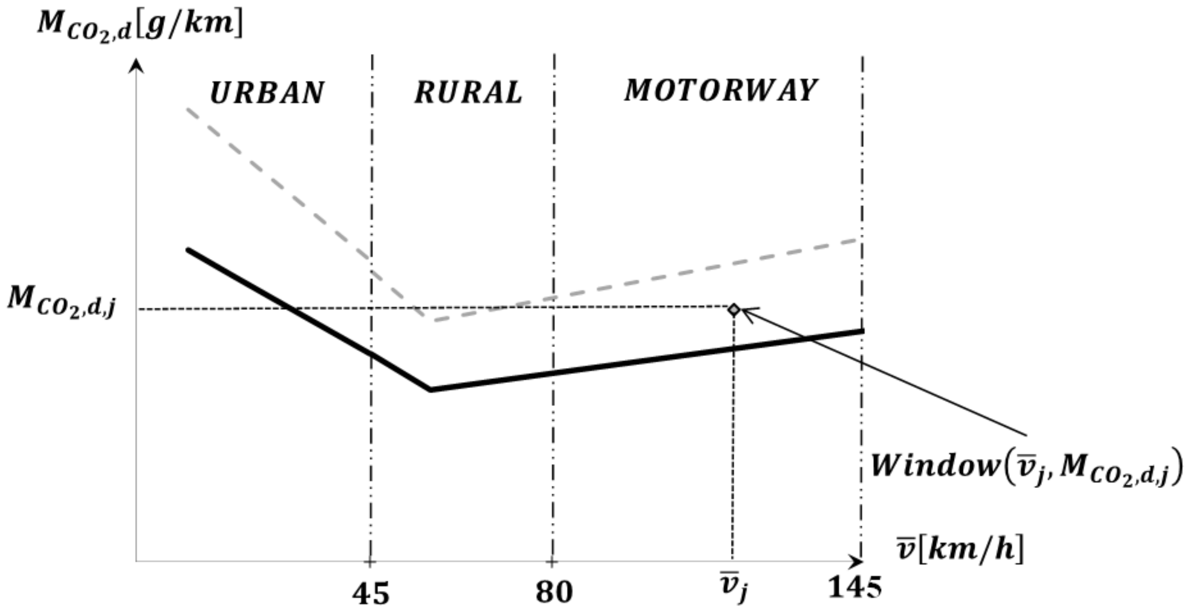


Figure 6.

Vehicle CO_2 characteristic curve: urban, rural and motorway driving definitions (Illustrated for OVC-HEV vehicles) except N2 category vehicles that are equipped in accordance with Directive 92/6/EEC with a device limiting vehicle speed to 90 km/h)



4.5. Verification of trip validity

4.5.1. Tolerances around the vehicle CO_2 characteristic curve
The upper tolerance of the vehicle CO_2 characteristic curve is $tol_{1H} = 45\%$ for urban driving and $tol_{1H} = 40\%$ for rural and motorway driving.

The lower tolerance of the vehicle CO_2 characteristic curve is $tol_{1L} = 25\%$ for ICE and NOVC-HEV vehicles and $tol_{1L} = 100\%$ for OVC-HEV vehicles.

4.5.2. Verification of test validity
The test is valid when it comprises at least 50% of the urban, rural and motorway windows that are within the tolerances defined for the CO_2 characteristic curve.

For NOVC-HEVs and OVC-HEVs, if the minimum requirement of 50 % between tol_{1H} and tol_{1L} is not met, the upper positive tolerance tol_{1H} may be increased by steps of 1 % until the 50 % target is reached. When using this mechanism, the value of tol_{1H} shall never exceed 50 %.

Appendix 6

CALCULATION OF THE FINAL RDE EMISSIONS RESULTS

1. Symbols, Parameters and Units

Index (k) refers to the category (t=total, u=urban, 1-2=first two phases of the WLTP cycle)

IC_k is the distance share of usage of the internal combustion engine for an OVC-HEV over the RDE trip

$d_{ICE,k}$ is the distance driven [km], with the internal combustion engine on for an OVC-HEV over the RDE trip

$d_{EV,k}$ is the distance driven [km], with the internal combustion engine off for an OVC-HEV over the RDE trip

$M_{RDE,k}$ is the final RDE distance-specific mass of gaseous pollutants [mg/km] or particle number [#/km]

$m_{RDE,k}$ is the distance-specific mass of gaseous pollutant [mg/km] or particle number [#/km] emissions, emitted over the complete RDE trip and prior to any correction in accordance with this Appendix

$M_{CO_2,RDE,k}$ is the distance-specific mass of CO_2 [g/km], emitted over the RDE trip

$M_{CO_2,WLTC,k}$ is the distance-specific mass of CO_2 [g/km], emitted over the WLTC cycle

$M_{CO_2,WLTC\_CS,k}$ is the distance-specific mass of CO_2 [g/km], emitted over the WLTC cycle for an OVC-HEV vehicle tested on its charge sustaining mode

r_k ratio between the CO_2 emissions measured during the RDE test and the WLTP test

RF_k is the result evaluation factor calculated for the RDE trip

RF_{L1} is the first parameter of the function used to calculate the result evaluation factor

RF_{L2} is the second parameter of the function used to calculate the result evaluation factor

2. Calculation of the Final RDE emissions results

2.1. Introduction

The trip validity shall be verified in accordance with point 9.2. of Annex IIIA. For the valid trips, the final RDE results are calculated as follows for vehicles with ICE, NOVC-HEV and OVC-HEV.

For the complete RDE trip and for the urban part of the RDE trip (k=t=total, k=u=urban):

$$M_{RDE,k} = m_{RDE,k}.RF_k$$

The values of the parameter RF_{L1} and RF_{L2} of the function used to calculate the result evaluation factor are as follows:

- Upon the request of the manufacturer and only for type approvals granted before 1 January 2020,

$RF_{L1} = 1{,}20$ and $RF_{L2} = 1{,}25$;

in all other cases:

$RF_{L1} = 1{,}30$ and $RF_{L2} = 1{,}50$;

The RDE result evaluation factors RF_k (k=t=total, k=u=urban) shall be obtained using the functions laid down in point 2.2. for vehicles with ICE and NOVC-HEV, and in point 2.3. for OVC-HEV. These evaluation factors shall be subject to review by the Commission and shall be revised as a result of technical progress. A graphical illustration of the method is provided in Figure App 6.1 below, while the mathetical formulas are found in Table App 6.1:

Figure App 6.1: Function to calculate the result evaluation factor

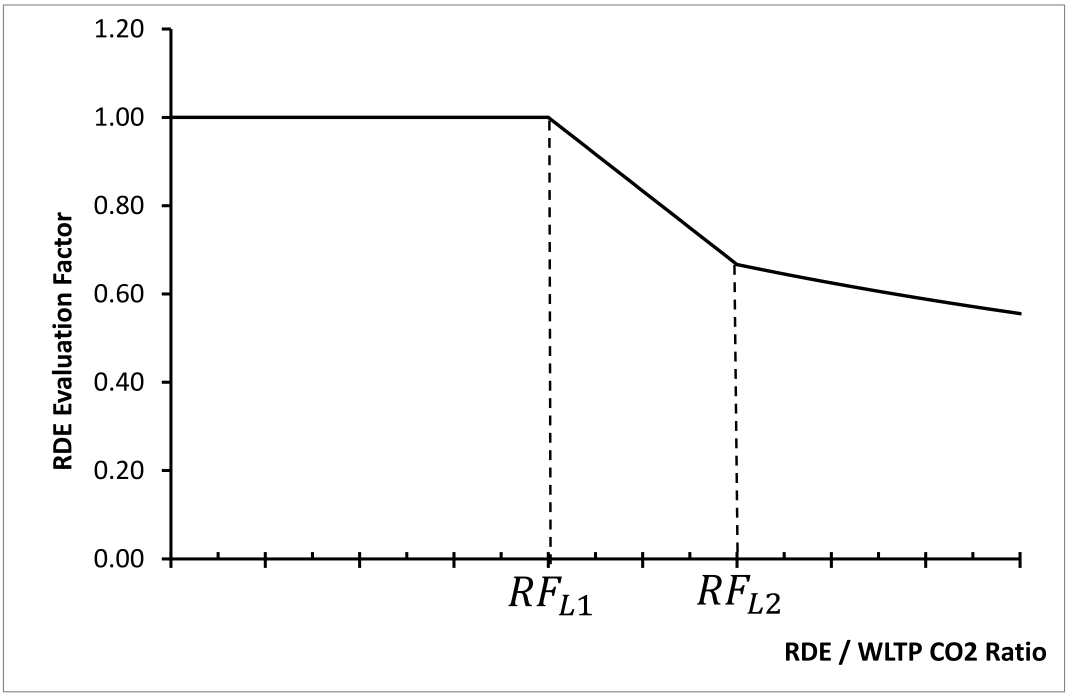


Table App 6.1 Result evaluation factors calculation

When:	Then the Result evaluation factor RF_k is:	Where:
$r_k \leq RF_{L1}$	$RF_k = 1$	
$RF_{L1} < r_k \leq RF_{L2}$	$RF_k = a_1 r_k + b_1$	$a_1 = \frac{RF_{L2} - 1}{[RF_{L2}(RF_{L1} - RF_{L2})]}$ $b_1 = 1 - a_1 RF_{L1}$
$r_k > RF_{L2}$	$RF_k = \frac{1}{r_k}$	

2.2. RDE result evaluation factor for vehicles with ICE and NOVC-HEV

The value of the RDE result evaluation factor depends on the ratio r_k between the distance specific CO_2 emissions measured during the RDE test and the distance-specific CO_2 emitted by the vehicle over the WLTP test conducted in accordance with Sub-Annex 6 to Annex XXI of this Regulation, obtained from point 12 of the Transparency list 1 of Appendix 5 of Annex II with interpolation between vehicle H and vehicle L (if relevant) as defined in Sub-Annex 7 of Annex XXI, using Test mass and Road load coefficients (F0, F1 & F2) obtained from the Certificate of Conformity for the individual vehicle as defined in Annex IX. For the urban emissions, the relevant phases of the WLTP driving cycle shall be:

a) for ICE vehicles the first two WLTP phases, i.e. the Low and the Medium speed phases,

b) for NOVC-HEVs the whole WLTP driving cycle.

$$r_k = \frac{M_{CO_2,RDE,k}}{M_{CO_2,WLTP,k}}$$

2.3. RDE result evaluation factor for OVC-HEV

The value of the RDE result evaluation factor depends on the ratio r_k between the distance-specific CO_2 emissions measured during the RDE test and the distance-specific CO2 emitted by the vehicle over the WLTP test conducted using the Charge Sustaining mode in accordance with Sub-Annex 6 to Annex XXI of this Regulation, obtained from point 12 of the Transparency list 1 of Appendix 5 of Annex II with interpolation between vehicle H and vehicle L (if relevant) as defined in Sub-Annex 7 of Annex XXI, using Test mass and Road load coefficients (F0, F1 & F2) obtained from the Certificate of Conformity for the individual vehicle as defined in Annex IX. The ratio r_k is corrected by a ratio reflecting the respective usage of the internal combustion engine during the RDE trip and on the WLTP test, to be conducted using the charge sustaining mode. The formula below shall be subject to review by the Commission and shall be revised as a result of technical progress.

For either the urban or the total driving:

$$r_k = \frac{M_{CO_2,RDE,k}}{M_{CO_2,WLTP-CS,t}} \cdot \frac{0{,}85}{IC_k}$$

where IC_k is the ratio of the distance driven either in urban or total trip with the combustion engine on divided by the total urban or total trip distance:

$$IC_k = \frac{d_{ICE,k}}{d_{ICE,k} + d_{EV,k}}$$

With determination of combustion engine operation in accordance with Appendix 4 Paragraph 5.

Appendix 7

SELECTION OF VEHICLES FOR PEMS TESTING AT INITIAL TYPE APPROVAL

1. INTRODUCTION

Due to their particular characteristics, PEMS tests shall not be required for each '*vehicle type with regard to emissions and vehicle repair and maintenance information*' as defined in Article 2(1), hereinafter *'vehicle emission type'*. Several vehicle emission types and several vehicles with different declared maximum RDE values in accordance with Part I of Annex IX to Directive 2007/46/EC may be put together by the vehicle manufacturer to form a '*PEMS test family*' in accordance with the requirements of point 3, which shall be validated in accordance with the requirements of point 4.

2. SYMBOLS, PARAMETERS AND UNITS

N	—	Number of vehicle emission types
NT	—	Minimum number of vehicle emission types

PMR_H	—	highest power-to-mass-ratio of all vehicles in the PEMS test family
PMR_L	—	lowest power-to-mass-ratio of all vehicles in the PEMS test family
V_eng_max	—	maximum engine volume of all vehicles within the PEMS test family

3. PEMS TEST FAMILY BUILDING

A PEMS test family shall comprise finished vehicles with similar emission characteristics. Vehicle emission types may be included in a PEMS test family only as long as the completed vehicles within a PEMS test family are identical with respect to the characteristics in points 3.1 and 3.2.

3.1. Administrative criteria

3.1.1. The approval authority issuing the emission type approval in accordance with Regulation (EC) No 715/2007 (‘authority’)

3.1.2. The manufacturer having received the emission type approval in accordance with Regulation (EC) No 715/2007.

3.2. Technical criteria

3.2.1. Propulsion type (e.g. ICE, HEV, PHEV)

3.2.2. Type(s) of fuel(s) (e.g. petrol, diesel, LPG, NG, …). Bi- or flex-fuelled vehicles may be grouped with other vehicles, with which they have one of the fuels in common.

3.2.3. Combustion process (e.g. two stroke, four stroke)

3.2.4. Number of cylinders

3.2.5. Configuration of the cylinder block (e.g. in-line, V, radial, horizontally opposed)

3.2.6. Engine volume

The vehicle manufacturer shall specify a value V_eng_max (= maximum engine volume of all vehicles within the PEMS test family). The engine volumes of vehicles in the PEMS test family shall not deviate more than – 22 % from V_eng_max if V_eng_max ≥ 1500 ccm and – 32 % from V_eng_max if V_eng_max < 1500 ccm.

3.2.7. Method of engine fuelling (e.g. indirect or direct or combined injection)

3.2.8. Type of cooling system (e.g. air, water, oil)

3.2.9. Method of aspiration such as naturally aspirated, pressure charged, type of pressure charger (e.g. externally driven, single or multiple turbo, variable geometries …)

3.2.10. Types and sequence of exhaust after-treatment components (e.g. three-way catalyst, oxidation catalyst, lean NOx trap, SCR, lean NOx catalyst, particulate trap).

3.2.11. Exhaust gas recirculation (with or without, internal/external, cooled/non-cooled, low/high pressure)

3.3. Extension of a PEMS test family

An existing PEMS test family may be extended by adding new vehicle emission types to it. The extended PEMS test family and its validation must also fulfil the requirements of points 3 and 4. This may in particular require the PEMS testing of additional vehicles to validate the extended PEMS test family according to point 4.

3.4. Alternative PEMS test family

As an alternative to the provisions of points 3.1 to 3.2 the vehicle manufacturer may define a PEMS test family, which is identical to a single vehicle emission type. In this the requirement of point 4.1.2 for validating the PEMS test family shall not apply.

4. VALIDATION OF A PEMS TEST FAMILY

4.1. General requirements for validating a PEMS test family

4.1.1. The vehicle manufacturer presents a representative vehicle of the PEMS test family to the authority. The vehicle shall be subject to a PEMS test carried out by a Technical Service to demonstrate compliance of the representative vehicle with the requirements of this Annex.

4.1.2. The authority selects additional vehicles according to the requirements of point 4.2 of this Appendix for PEMS testing carried out by a Technical Service to demonstrate compliance of the selected vehicles with the requirements of this Annex. The technical criteria for selection of an additional vehicle according to point 4.2 of this Appendix. shall be recorded with the test results.

4.1.3. With agreement of the authority, a PEMS test can also be driven by a different operator witnessed by a Technical Service, provided that at least the tests of the vehicles required by points 4.2.2 and 4.2.6 of this Appendix and in total at least 50 % of the PEMS tests required by this Appendix for validating the PEMS test family are driven by a Technical Service. In such case the Technical Service remains responsible for the proper execution of all PEMS tests pursuant to the requirements of this Annex.

4.1.4. A PEMS test results of a specific vehicle may be used for validating different PEMS test families according to the requirements of this Appendix under the following conditions:

– the vehicles included in all PEMS test families to be validated are approved by a single authority according to the requirements of Regulation (EC) 715/2007 and this authority agrees to the use of the specific vehicle's PEMS test results for validating different PEMS test families;

– each PEMS test family to be validated includes a vehicle emission type, which comprises the specific vehicle;

For each validation the applicable responsibilities are considered to be borne by the manufacturer of the vehicles in the respective family, regardless of whether this manufacturer was involved in the PEMS test of the specific vehicle emission type.

4.2. Selection of vehicles for PEMS testing when validating a PEMS test family

By selecting vehicles from a PEMS test family it should be ensured that the following technical characteristics relevant for pollutant emissions are covered by a PEMS test. One vehicle selected for testing can be representative for different technical characteristics. For the validation of a PEMS test family vehicles shall be selected for PEMS testing as follows:

4.2.1. For each combination of fuels (e.g. petrol-LPG, petrol-NG, petrol only), on which some vehicle of the PEMS test family can operate, at least one vehicle that can operate on this combination of fuels shall be selected for PEMS testing.

4.2.2. The manufacturer shall specify a value PMR_H (= highest power-to-mass-ratio of all vehicles in the PEMS test family) and a value PMR_L (= lowest power-to-mass-ratio of all vehicles in the PEMS test family). Here the ‘power-to-mass-ratio’ corresponds to the ratio of the maximum net power of the internal combustion engine as indicated in point 3.2.1.8 of Appendix 3 to Annex I of this Regulation and of the reference mass as defined in Article 3(3) of Regulation (EC) No 715/2007. At least one vehicle configuration representative for the specified PMR_H and one vehicle configuration representative for the specified PMR_L of a PEMS test family shall be selected for testing. If the power-to-mass ratio of a vehicle deviates by not more than 5 % from the specified value for PMR_H, or PMR_L, the vehicle should be considered as representative for this value.

4.2.3. At least one vehicle for each transmission type (e.g., manual, automatic, DCT) installed in vehicles of the PEMS test family shall be selected for testing.

4.2.4. At least one four-wheel drive vehicle (4x4 vehicle) shall be selected for testing if such vehicles are part of the PEMS test family.

4.2.5. For each engine volume occurring on a vehicle in the PEMS family at least one representative vehicle shall be tested.

4.2.7. At least one vehicle in the PEMS family shall be tested in hot start testing.

4.2.8. Notwithstanding the provisions in points 4.2.1 to 4.2.6, at least the following number of vehicle emission types of a given PEMS test family shall be selected for testing:

Number N of vehicle emission types in a PEMS test family	Minimum number NT of vehicle emission types selected for PEMS cold start testing	Minimum number NT of vehicle emission types selected for PEMS hot start testing
1	1	1[62]
From 2 to 4	2	1
from 5 to 7	3	1
from 8 to 10	4	1
from 11 to 49	NT = 3 + 0,1 x N[63]	2
more than 49	NT = 0,15 x N[64]	3

5. REPORTING

5.1. The vehicle manufacturer provides a full description of the PEMS test family, which includes in particular the technical criteria described in point 3.2 and submits it to the authority.

5.2. The manufacturer attributes a unique identification number of the format *MS-OEM-X-Y* to the PEMS test family and communicates it to the authority. Here *MS* is the distinguishing number of the Member State issuing the EC type-approval[65], OEM is the 3 character

[62] when there is only one vehicle emission type in a PEMS test family, the type approval authority shall decide whether the vehicle shall be tested in hot or cold start condition.

[63] NT shall be rounded to the next higher integer number.

[64] NT shall be rounded to the next higher integer number.

[65] 1 for Germany; 2 for France; 3 for Italy; 4 for the Netherlands; 5 for Sweden; 6 for Belgium; 7 for Hungary; 8 for the Czech Republic; 9 for Spain; 11 for the United Kingdom; 12 for Austria; 13 for Luxembourg; 17 for Finland; 18 for Denmark; 19 for Romania; 20 for Poland; 21 for Portugal; 23 for Greece; 24 for Ireland. 25 for Croatia; 26 for Slovenia; 27 for Slovakia; 29 for Estonia; 32 for Latvia; 34 for Bulgaria; 36 for Lithuania; 49 for Cyprus; 50 for Malta

manufacturer, *X* is a sequential number identifying the original PEMS test family and *Y* is a counter for its extensions (starting with 0 for a PEMS test family not extended yet).

5.3. The authority and the vehicle manufacturer shall maintain a list of vehicle emission types being part of a given PEMS test family on the basis of emission type approval numbers. For each emission type all corresponding combinations of vehicle type approval numbers, types, variants and versions as defined in section 0.2 of the vehicle's EC certificate of conformity shall be provided as well.

5.4. The authority and the vehicle manufacturer shall maintain a list of vehicle emission types selected for PEMS testing in order validate a PEMS test family in accordance with point 4, which also provides the necessary information on how the selection criteria of point 4.2 are covered. This list shall also indicate whether the provisions of point 4.1.3 were applied for a particular PEMS test.

Appendix 7a

VERIFICATION OF TRIP DYNAMICS

1. INTRODUCTION

This Appendix describes the calculation procedures to verify the trip dynamics by determining the excess or absence of dynamics during urban, rural and motorway driving.

2. SYMBOLS, PARAMETERS AND UNITS

RPA *Relative Positive Acceleration*

Δ	—	difference
>	—	larger
≥	—	larger or equal
%	—	per cent
<	—	smaller
≤	—	smaller or equal
a	—	acceleration [m/s^2]
a_i	—	acceleration in time step i [m/s^2]
a_{pos}	—	positive acceleration greater than 0,1 m/s^2 [m/s^2]
$a_{pos,i,k}$	—	positive acceleration greater than 0,1 m/s^2 in time step i considering the urban, rural and motorway shares [m/s^2]
a_{res}	—	acceleration resolution [m/s^2]
d_i	—	distance covered in time step i [m]
$d_{i,k}$	—	distance covered in time step i considering the urban, rural and motorway shares [m]
Index (i)	—	discrete time step
Index (j)	—	discrete time step of positive acceleration datasets
Index (k)	—	refers to the respective category (t=total, u=urban, r=rural, m=motorway)
M_k	—	number of samples for urban, rural and motorway shares with positive acceleration greater than 0,1 m/s^2
N_k	—	total number of samples for the urban, rural and motorway shares and the complete trip
RPA_k	—	relative positive acceleration for urban, rural and motorway shares [m/s^2 or kWs/(kg*km)]

t_k	—	duration of the urban, rural and motorway shares and the complete trip [s]
T4253H	—	compound data smoother
v	—	vehicle speed [km/h]
v_i	—	actual vehicle speed in time step i [km/h]
$v_{i,k}$	—	actual vehicle speed in time step i considering the urban, rural and motorway shares [km/h]
$((v\ a)_i)$	—	actual vehicle speed per acceleration in time step i [m^2/s^3 or W/kg]
$((v\ a_{pos})_{j,k})$	—	actual vehicle speed per positive acceleration greater than 0,1 m/s^2 in time step j considering the urban, rural and motorway shares [m^2/s^3 or W/kg].
$((v\ a_{pos})_k[95])$	—	95th percentile of the product of vehicle speed per positive acceleration greater than 0,1 m/s^2 for urban, rural and motorway shares [m^2/s^3 or W/kg]
(v_k)	—	average vehicle speed for urban, rural and motorway shares [km/h]

3. TRIP INDICATORS

3.1. Calculations

3.1.1. *Data pre-processing*

Dynamic parameters like acceleration, $(v\ a_{pos})$ or RPA shall be determined with a speed signal of an accuracy of 0,1 % for all speed values above 3 km/h and a sampling frequency of 1 Hz. This accuracy requirement is generally fulfilled by distance calibrated signals obtained from a wheel (rotational) speed sensor. Otherwise, acceleration shall be determined with an accuracy of 0,01 m/s^2 and a sampling frequency of 1 Hz. In this case the separate speed signal, in $v\ a_{pos}$, shall have an accuracy of at least 0,1 km/h.The correct speed trace builds the basis for further calculations and binning as described in paragraph 3.1.2 and 3.1.3.

3.1.2. *Calculation of distance, acceleration and (v a)*

The following calculations shall be performed over the whole time based speed trace (1 Hz resolution) from second 1 to second t_t (last second).

The distance increment per data sample shall be calculated as follows:

$(d_i)(v_i 3,6,\ i\ 1 \text{ to } N_t)$where:

d_i		is the distance covered in time step i [m]
v_i		is the actual vehicle speed in time step i [km/h]
N_t		is the total number of samples

The acceleration shall be calculated as follows:

$(a_i)((v_{i\ 1}\ v_{i\ 1})(2\ 3,6),\ i\ 1 \text{ to } N_t)$where:

a_i		is the acceleration in time step i [m/s^2]. For i = 1: (v_{i-1} 0), for (i N_t): ($v_{i\ 1}$ 0).

The product of vehicle speed per acceleration shall be calculated as follows:

$((v\ a)_i)(v_i\ a_i 3{,}6{,}i\ 1\ to\ N_t)$where:

$((v\ a)_i)$		is the product of the actual vehicle speed per acceleration in time step i [m^2/s^3 or W/kg].

3.1.3. *Binning of the results*

After the calculation of a_i and $((v\ a)_i)$, the values v_i, d_i, a_i and $((v\ a)_i)$ shall be ranked in ascending order of the vehicle speed.

All datasets with (v_i 60 kmh) belong to the 'urban' speed bin, all datasets with (60 kmh v_i 90 kmh) belong to the 'rural' speed bin and all datasets with (v_i 90 kmh) belong to the 'motorway' speed bin.

For N2 category vehicles that are equipped with a device limiting vehicle speed to 90 km/h, all datasets with $v_i \leq$ 60km/h belong to the "urban" speed bin, all datasets with 60km/h < $v_i \leq$ 80 km/h belong to the "rural" speed bin and all datasets with v_i >80km/h belong to the "motorway" speed bin.

The number of datasets with acceleration values (a_i > 0,1 ms2) shall be greater or equal to 100in each speed bin.

For each speed bin the average vehicle speed (v_k) shall be calculated as follows:

$(v_k)((_i v_{i,k})N_k$, i 1 to N_k, k u,r,m)where:

N_k		is the total number of samples of the urban, rural, and motorway shares.

3.1.4. *Calculation of (v a_{pos}[95]) per speed bin*

The 95th percentile of the (v a_{pos}) values shall be calculated as follows:

The $((v\ a)_{i,k})$ values in each speed bin shall be ranked in ascending order for all datasets with ($a_{i,k}$ 0,1 ms2)($a_{i,k}$ 0,1 ms2) and the total number of these samples M_k shall be determined.

Percentile values are then assigned to the $((v\ a_{pos})_{i,k})$ values with ($a_{i,k}$ 0,1 ms2) as follows:

The lowest (v a_{pos}) value gets the percentile 1/M_k, the second lowest 2/M_k, the third lowest 3/M_k and the highest value ($M_k M_k$ 100 %.)

$((v\ a_{pos})_k[95])$ is the $((v\ a_{pos})_{j,k})$ value, with (jM_k 95 %.) If (jM_k 95 %.) cannot be met, $((v\ a_{pos})_k[95])$ shall be calculated by linear interpolation between consecutive samples j and j+1 with (jM_k 95 %) and ((j 1)M_k 95 %).

The relative positive acceleration per speed bin shall be calculated as follows:

$(RPA_k)((_j(\Delta t(v\ a_{pos})_{j,k})_i d_{i,k},)$(j 1 to M_k, i 1 to N_k, k u,r,m))where:

RPA_k		is the relative positive acceleration for urban, rural and motorway shares in [m/s^2 or kWs/(kg*km)]

Δ_t		is a time difference equal to 1 second
M_k		is the sample number for urban, rural and motorway shares with positive acceleration
N_k		is the total sample number for urban, rural and motorway shares

4. VERIFICATION OF TRIP VALIDITY

4.1.1. Verification of (v a_{pos}[95]) per speed bin (with v in [km/h])

If (v_k 74,6 kmh)

and

(($v\ a_{pos})_k$[95](0,136v_k 14,44))is fulfilled, the trip is invalid.

If (v_k 74,6 kmh) and (($v\ a_{pos})_k$[95](0,0742v_k 18,966)) is fulfilled, the trip is invalid.

Upon the request of the manufacturer, and only for those N1 or N2 vehicles where the vehicle power-to-mass ratio is less than or equal to 44 W/kg then:

If $\bar{v}_k \leq 74{,}6 \mathrm{km/h}$

and

$(v \cdot a_{pos})_{k\text{-}}[95] > (0{,}136 \cdot \bar{v}_k + 14{,}44)$

is fulfilled, the trip is invalid.

If $\bar{v}_k > 74{,}6 \mathrm{km/h}$

and

$\left(v \cdot a_{pos}\right)_{k\text{–}}[95] > (-0{,}097 \cdot \bar{v}_k + 31{,}635)$

is fulfilled, the trip is invalid.

To calculate the power-to-mass ratio, the following values shall be used:

- the mass which corresponds to the actual test mass of the vehicle including the drivers and the PEMS equipment (kg);

- the maximum rated engine power as declared by the manufacturer (W).

4.1.2. Verification of RPA per speed bin

If $\bar{v}_k \leq 94{,}05 \mathrm{km/h}$ and $RPA_k < (-0{,}0016 \cdot \bar{v}_k + 0{,}1755)$ is fulfilled, the trip is invalid.

If $\bar{v}_k > 94{,}05 \mathrm{km/h}$ and $RPA_k < 0{,}025$ is fulfilled, the trip is invalid.

Appendix 7b

PROCEDURE TO DETERMINE THE CUMULATIVE POSITIVE ELEVATION GAIN OF A PEMS TRIP

1. INTRODUCTION

This Appendix describes the procedure to determine the cumulative elevation gain of a PEMS trip.

2. SYMBOLS, PARAMETERS AND UNITS

$d(0)$	—	distance at the start of a trip [m]
d	—	cumulative distance travelled at the discrete way point under consideration [m]
d_0	—	cumulative distance travelled until the measurement directly before the respective way point *d* [m]
d_1	—	cumulative distance travelled until the measurement directly after the respective way point *d* [m]
d_a	—	reference way point at $d(0)$ [m]
d_e	—	cumulative distance travelled until the last discrete way point [m]
d_i	—	instantaneous distance [m]
d_{tot}	—	total test distance [m]
$h(0)$	—	vehicle altitude after the screening and principle verification of data quality at the start of a trip [m above sea level]
$h(t)$	—	vehicle altitude after the screening and principle verification of data quality at point t [m above sea level]
$h(d)$	—	vehicle altitude at the way point *d* [m above sea level]
$h(t-1)$	—	vehicle altitude after the screening and principle verification of data quality at point t-1 [m above sea level]
$h_{corr}(0)$	—	corrected altitude directly before the respective way point *d* [m above sea level]
$h_{corr}(1)$	—	corrected altitude directly after the respective way point *d* [m above sea level]
$h_{corr}(t)$	—	corrected instantaneous vehicle altitude at data point t [m above sea level]
$h_{corr}(t-1)$	—	corrected instantaneous vehicle altitude at data point t-1 [m above sea level]
$h_{GPS,i}$	—	instantaneous vehicle altitude measured with GPS [m above sea level]

$h_{GPS}(t)$	—	vehicle altitude measured with GPS at data point t [m above sea level]
$h_{\mathrm{int}}(d)$	—	interpolated altitude at the discrete way point under consideration *d* [m above sea level]
$h_{\mathrm{int,sm,1}}(d)$	—	smoothed and interpolated altitude, after the first smoothing run at the discrete way point under consideration *d* [m above sea level]
$h_{\mathrm{map}}(t)$	—	vehicle altitude based on topographic map at data point t [m above sea level]
Hz	—	hertz
km/h	—	kilometer per hour
m	—	meter
$road_{grade,1}(d)$	—	smoothed road grade at the discrete way point under consideration *d* after the first smoothing run [m/m]
$road_{grade,2}(d)$	—	smoothed road grade at the discrete way point under consideration *d* after the second smoothing run [m/m]
sin	—	trigonometric sine function
t	—	time passed since test start [s]
t_0	—	time passed at the measurement directly located before the respective way point *d* [s]
v_i	—	instantaneous vehicle speed [km/h]
$v(t)$	—	vehicle speed at a data point t [km/h]

3. GENERAL REQUIREMENTS

The cumulative positive elevation gain of a RDE trip shall be determined based on three parameters: the instantaneous vehicle altitude $h_{GPS,i}$ [m above sea level] as measured with the GPS, the instantaneous vehicle speed v_{i} [km/h] recorded at a frequency of 1 Hz and the corresponding time *t* [s] that has passed since test start.

4. CALCULATION OF CUMULATIVE POSITIVE ELEVATION GAIN

4.1. General

The cumulative positive elevation gain of a RDE trip shall be calculated as a three-step procedure, consisting of (i) the screening and principle verification of data quality, (ii) the correction of instantaneous vehicle altitude data, and (iii) the calculation of the cumulative positive elevation gain.

4.2. Screening and principle verification of data quality

The instantaneous vehicle speed data shall be checked for completeness. Correcting for missing data is permitted if gaps remain within the requirements specified in Point 7 of Appendix 4; else, the test results shall be voided. The instantaneous altitude data shall be checked for completeness. Data gaps shall be completed by data interpolation. The correctness of interpolated data shall be verified by a topographic map. It is recommended to correct interpolated data if the following condition applies:

$(h_{GPS}(t)\ h_{map}(t))(\ 40m)$The altitude correction shall be applied so that:

$(h(t)\ h_{map}(t))$where:

h(t)	—	vehicle altitude after the screening and principle verification of data quality at data point t [m above sea level]
$h_{GPS}(t)$	—	vehicle altitude measured with GPS at data point t [m above sea level]
$h_{map}(t)$	—	vehicle altitude based on topographic map at data point t [m above sea level]

4.3. Correction of instantaneous vehicle altitude data

The altitude *h(0)* at the start of a trip at *d(0)* shall be obtained by GPS and verified for correctness with information from a topographic map. The deviation shall not be larger than 40 m. Any instantaneous altitude data *h(t)* shall be corrected if the following condition applies:

$(h(t)\ h(t\ 1))(v(t)\ 3,6\ \sin 45°)$The altitude correction shall be applied so that:

$(h_{corr}(t)\ h_{corr}(t\ 1))$where:

h(t)	—	vehicle altitude after the screening and principle verification of data quality at data point t [m above sea level]
h(t-1)	—	vehicle altitude after the screening and principle verification of data quality at data point t-1 [m above sea level]
v(t)	—	vehicle speed of data point t [km/h]
$h_{corr}(t)$	—	corrected instantaneous vehicle altitude at data point t [m above sea level]
$h_{corr}(t-1)$	—	corrected instantaneous vehicle altitude at data point t-1 [m above sea level]

Upon the completion of the correction procedure, a valid set of altitude data is established. This data set shall be used for the calculation of the cumulative positive elevation gain as described in Point 13.4.

4.4. Final calculation of the cumulative positive elevation gain

4.4.1. *Establishment of a uniform spatial resolution*

The total distance d_{tot} [m] covered by a trip shall be determined as sum of the instantaneous distances d_i. The instantaneous distance d_i shall be determined as:

$(d_i)(v_i 3,6)$Where:

d_i	—	instantaneous distance [m]
v_i	—	instantaneous vehicle speed [km/h]

The cumulative elevation gain shall be calculated from data of a constant spatial resolution of 1 m starting with the first measurement at the start of a trip *d(0)*. The discrete data points at a resolution of 1 m are referred to as way points, characterized by a specific distance value d (e.g., 0, 1, 2, 3 m…) and their corresponding altitude *h(d)* [m above sea level].

The altitude of each discrete way point *d* shall be calculated through interpolation of the instantaneous altitude $h_{corr}(t)$ as:

(h_{int}(d))(h_{corr}(0)h_{corr}(1) h_{corr}(0)d $_{1}$ d $_{0}$(d d $_{0}$))Where:

$h_{int}(d)$	—	interpolated altitude at the discrete way point under consideration *d* [m above sea level]
$h_{corr}(0)$	—	corrected altitude directly before the respective way point *d* [m above sea level]
$h_{corr}(1)$	—	corrected altitude directly after the respective way point *d* [m above sea level]
d	—	cumulative distance traveled until the discrete way point under consideration *d* [m]
d_0	—	cumulative distance travelled until the measurement located directly before the respective way point *d* [m]
d_1	—	cumulative distance travelled until the measurement located directly after the respective way point *d* [m]

4.4.2. *Additional data smoothing*

The altitude data obtained for each discrete way point shall be smoothed by applying a two-step procedure; d_a and d_e denote the first and last data point respectively (Figure 1). The first smoothing run shall be applied as follows:

($road_{grade,1}$(d))(h_{int}(d 200m) h_{int}(d_a)(d 200m) for d 200m)(($road_{grade,1}$(d))h_{int}(d 200m) h_{int}(d 200m)(d 200m)(d 200m) for 200m d(d_e 200m))(($road_{grade,1}$(d))(h_{int}(d_e) h_{int}(d 200m)(d_e)(d 200m)) for d(d_e 200m))($h_{int,sm,1}$(d))($h_{int,sm,1}$(d 1m) $road_{grade,1}$(d), d d_a 1 to d_e)($h_{int,sm,1}$(d_a))(h_{int}(d_a) $road_{grade,1}$(d_a))Where:

$road_{grade,1}(d)$	—	smoothed road grade at the discrete way point under consideration after the first smoothing run [m/m]
$h_{int}(d)$	—	interpolated altitude at the discrete way point under consideration *d* [m above sea level]
$h_{int,sm,1}(d)$	—	smoothed interpolated altitude, after the first smoothing run at the discrete way point under consideration *d* [m above sea level]
d	—	cumulative distance travelled at the discrete way point under consideration [m]
d_a	—	reference way point at a distance of zero meters [m]
d_e	—	cumulative distance travelled until the last discrete way point [m]

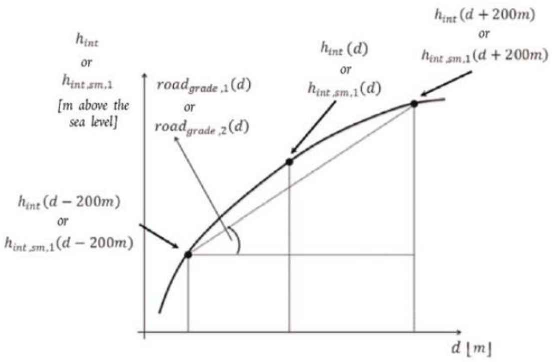
The second smoothing run shall be applied as follows:

$(road_{grade,2}(d))(h_{int,sm,1}(d\ 200m)\ h_{int,sm,1}(d_a)(d\ 200m)$ for $d\ 200m)((road_{grade,2}(d))h_{int,sm,1}(d\ 200m)\ h_{int,sm,1}(d\ 200m)(d\ 200m)(d\ 200m)$ for $200m\ d(d_e\ 200m))((road_{grade,2}(d))(h_{int,sm,1}(d_e)\ h_{int,sm,1}(d\ 200m)(d_e)(d\ 200m))$ for $d(d_e\ 200m))$Where:

$road_{grade,2}(d)$	—	smoothed road grade at the discrete way point under consideration after the second smoothing run [m/m]
$h_{int,sm,1}(d)$	—	smoothed interpolated altitude, after the first smoothing run at the discrete way point under consideration *d* [m above sea level]
d	—	cumulative distance travelled at the discrete way point under consideration [m]
d_a	—	reference way point at a distance of zero meters [m]
d_e	—	cumulative distance travelled until the last discrete way point [m]

Figure 1

Illustration of the procedure to smooth the interpolated altitude signals



4.4.3. *Calculation of the final result*

The positive cumulative elevation gain of a total trip shall be calculated by integrating all positive interpolated and smoothed road grades, i.e. $road_{grade,2}(d)$. The result should be normalized by the total test distance d_{tot} and expressed in meters of cumulative elevation gain per one hundred kilometers of distance.

The positive cumulative elevation gain of the urban part of a trip shall then be calculated based on the vehicle speed over each discrete way point:

$v_w = 1 / (t_{w,i} - t_{w,i-1}) \cdot 60^2 / 1000$

Where:

v_w - waypoint vehicle speed [km/h]

All datasets with v_w =< 60 km/h belong to the urban part of the trip.

Integrate all of the positive interpolated and smoothed road grades that correspond to urban datasets.

Integrate the number of 1m waypoints which correspond to urban datasets and divide by

1000 to calculate urban test distance d_{urban} [km].

The positive cumulative elevation gain of the urban part of trip shall then be calculated by dividing the urban elevation gain by the urban test distance, and expressed in metres of cumulative elevation gain per one hundred kilometres of distance.

5. NUMERICAL EXAMPLE

Tables 1 and 2 show how to calculate the positive elevation gain on the basis of data recorded during an on-road test performed with PEMS. For the sake of brevity an extract of 800m and 160s is presented here.

5.1. Screening and principle verification of data quality

The screening and principle verification of data quality consists of two steps. First, the completeness of vehicle speed data is checked. No data gaps related to vehicle speed are detected in the present data sample (see Table 1). Second, the altitude data are checked for completeness; in the data sample, altitude data related to seconds 2 and 3 are missing. The gaps are filled by interpolating the GPS signal. In addition, the GPS altitude is verified by a topographic map; this verification includes the altitude *h(0)* at the start of the trip. Altitude data related to seconds 112 -114 are corrected on the basis of the topographic map to satisfy the following condition:

(h_{GPS}(t) h_{map}(t) 40m)As result of the applied data verification, the data in the fifth column *h(t)* are obtained.

5.2. Correction of instantaneous vehicle altitude data

As a next step, the altitude data *h(t)* of seconds 1 to 4, 111 to 112 and 159 to 160 are corrected assuming the altitude values of seconds 0, 110 and 158 respectively since for the altitude data in these time periods the following condition applies:

((h(t) h(t 1))(v(t) 3,6 sin45°))As result of the applied data correction, the data in the sixth column $h_{corr}(t)$ are obtained. The effect of the applied verification and correction steps on the altitude data is depicted in Figure 2.

5.3. Calculation of the cumulative positive elevation gain

5.3.1. *Establishment of a uniform spatial resolution*

The instantaneous distance d_i is calculated by dividing the instantaneous vehicle speed measured in km/h by 3.6 (Column 7 in Table 1). Recalculating the altitude data to obtain a uniform spatial resolution of 1 m yields the discrete way points d (Column 1 in Table 2) and their corresponding altitude values $h_{int}(d)$ (Column 7 in Table 2). The altitude of each discrete way point d is calculated through interpolation of the measured instantaneous altitude h_{corr} as:

(h_{int}(0))(120,3120,3 120,30,1 0,0(0 0) 120,3000)(h_{int}(520))(132,5132,6 132,5523,6 519,9(520 519,9) 132,5027)5.3.2. *Additional data smoothing*

In Table 2, the first and last discrete way points are: d_a=0m and d_e=799m, respectively. The altitude data of each discrete way point is smoothed by applying a two steps procedure. The first smoothing run consists of:

($road_{grade,1}$(0))(h_{int}(200m) h_{int}(0)(0 200m)120,9682 120,3000200 0,0033)*chosen to demonstrate the smoothing for d ≤ 200m*

($road_{grade,1}$(320))(h_{int}(520) h_{int}(120)(520)(120)132,5027 121,0400 0,0288)*chosen to demonstrate the smoothing for 200m < d < (599m)*

$(road_{grade,1}(\ 720))(h_{int}(\ 799)\ h_{int}(\ 520)(\ 799)(\ 520)121{,}2000\ 132{,}5027279\ 0{,}0405)$*chosen to demonstrate the smoothing for d ≥ (599m)*

The smoothed and interpolated altitude is calculated as:

$(h_{int,sm,1}(\ 0))(h_{int}(\ 0)\ road_{grade,1}(\ 0)\ 120{,}3\ 0{,}0033\ 120{,}3033m)(h_{int,sm,1}(\ 799))(h_{int,sm,1}(\ 798)\ road_{grade,1}(\ 799)\ 121{,}2550\ 0{,}0220\ 121{,}2330m)$Second smoothing run:

$(road_{grade,2}(\ 0))(h_{int,sm,1}(\ 200)\ h_{int,sm,1}(\ 0)(\ 200)119{,}9618\ 120{,}3033(\ 200)\ 0{,}0017)$*chosen to demonstrate the smoothing for d ≤ 200m*

$(road_{grade,2}(\ 320))(h_{int,sm,1}(\ 520)\ h_{int,sm,1}(\ 120)(\ 520)(\ 120)123{,}6809\ 120{,}1843(\ 400)\ 0{,}0087)$*chosen to demonstrate the smoothing for 200m < d < (599)*

$(road_{grade,2}(\ 720))(h_{int,sm,1}(\ 799)\ h_{int,sm,1}(\ 520)(\ 799)(\ 520)121{,}2330\ 123{,}6809(\ 279)\ 0{,}0088)$*chosen to demonstrate the smoothing for d ≥ (599m)*

5.3.3. *Calculation of the final result*

The positive cumulative elevation gain of a trip is calculated by integrating all positive interpolated and smoothed road grades, i.e. values in the column $road_{grade,2}(d)$ in Table 2. For the entire data set the total covered distance was (d_{tot} 139,7 km) and all positive interpolated and smoothed road grades were of 516m. Therefore the positive cumulative elevation gain reached 516*100/139,7=370m/100km.

Table 1							
Correction of instantaneous vehicle altitude data							
Time t [s]	*v(t) [km/h]*	*$h_{GPS}(t)$ [m]*	*$h_{map}(t)$ [m]*	*h(t) [m]*	*$h_{corr}(t)$ [m]*	*d_i [m]*	*Cum. d [m]*
0	0,00	122,7	129,0	122,7	122,7	0,0	0,0
1	0,00	122,8	129,0	122,8	122,7	0,0	0,0
2	0,00	—	129,1	123,6	122,7	0,0	0,0
3	0,00	—	129,2	124,3	122,7	0,0	0,0
4	0,00	125,1	129,0	125,1	122,7	0,0	0,0
…	…	…	…	…	…	…	…
18	0,00	120,2	129,4	120,2	120,2	0,0	0,0
19	0,32	120,2	129,4	120,2	120,2	0,1	0,1
…	…	…	…	…	…	…	…
37	24,31	120,9	132,7	120,9	120,9	6,8	117,9
38	28,18	121,2	133,0	121,2	121,2	7,8	125,7
…	…	…	…	…	…	…	…

46	13,52	121,4	131,9	121,4	121,4	3,8	193,4
47	38,48	120,7	131,5	120,7	120,7	10,7	204,1
…	…	…	…	…	…	…	…
56	42,67	119,8	125,2	119,8	119,8	11,9	308,4
57	41,70	119,7	124,8	119,7	119,7	11,6	320,0
…	…	…	…	…	…	…	…
110	10,95	125,2	132,2	125,2	125,2	3,0	509,0
111	11,75	100,8	132,3	100,8	125,2	3,3	512,2
112	13,52	0,0	132,4	132,4	125,2	3,8	516,0
113	14,01	0,0	132,5	132,5	132,5	3,9	519,9
114	13,36	24,30	132,6	132,6	132,6	3,7	523,6
…	…	…	…	…	…	…	
149	39,93	123,6	129,6	123,6	123,6	11,1	719,2
150	39,61	123,4	129,5	123,4	123,4	11,0	730,2
…	…	…	…	…	…	…	
157	14,81	121,3	126,1	121,3	121,3	4,1	792,1
158	14,19	121,2	126,2	121,2	121,2	3,9	796,1
159	10,00	128,5	126,1	128,5	121,2	2,8	798,8
160	4,10	130,6	126,0	130,6	121,2	1,2	800,0

— denotes data gaps

Table 2

Calculation of road grade

d [m]	t_0 [s]	d_0 [m]	d_1 [m]	h_0 [m]	h_1 [m]	$h_{int}(d)$ [m]	$road_{grade,1}(d)$ [m/m]	$h_{int,sm,1}(d)$ [m]	$road_{grade,2}(d)$ [m/m]
0	18	0,0	0,1	120,3	120,4	120,3	0,0035	120,3	–0,0015

…	…	…	…	…	…	…	…	…	…
120	37	117,9	125,7	120,9	121,2	121,0	– 0,0019	120,2	0,0035
…	…	…	…	…	…	…	…	…	…
200	46	193,4	204,1	121,4	120,7	121,0	– 0,0040	120,0	0,0051
…	…	…	…	…	…	…	…	…	…
320	56	308,4	320,0	119,8	119,7	119,7	0,0288	121,4	0,0088
…	…	…	…	…	…	…	…	…	…
520	113	519,9	523,6	132,5	132,6	132,5	0,0097	123,7	0,0037
…	…	…	…	…	…	…	…	…	…
720	149	719,2	730,2	123,6	123,4	123,6	– 0,0405	122,9	– 0,0086
…	…	…	…	…	…	…	…	…	…
798	158	796,1	798,8	121,2	121,2	121,2	– 0,0219	121,3	– 0,0151
799	159	798,8	800,0	121,2	121,2	121,2	– 0,0220	121,3	– 0,0152

Figure 2

The effect of data verification and correction - The altitude profile measured by GPS $h_{GPS}(t)$, the altitude profile provided by the topographic map $h_{map}(t)$, the altitude profile obtained after the screening and principle verification of data quality $h(t)$ and the correction $h_{corr}(t)$ of data listed in Table 1

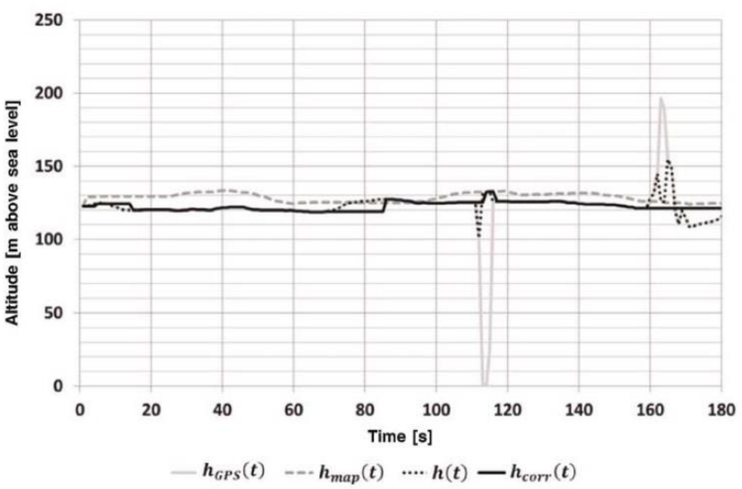


Figure 3

Comparison between the corrected altitude profile $h_{corr}(t)$ and the smoothed and interpolated altitude $h_{int,sm,1}$

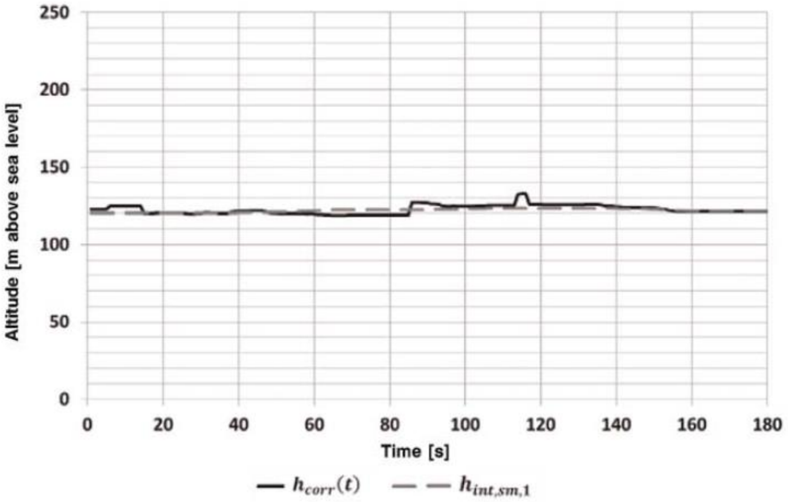


Table 3									
Calculation of the positive elevation gain									
d [m]	t_0 [s]	d_0 [m]	d_1 [m]	h_0 [m]	h_1 [m]	$h_{int}(d)$ [m]	$road_{grade,1}(d)$ [m/m]	$h_{int,sm,1}(d)$ [m]	$road_{grade,2}(d)$ [m/m]
0	18	0,0	0,1	120,3	120,4	120,3	0,0035	120,3	– 0,0015
…	…	…	…	…	…	…	…	…	…
120	37	117,9	125,7	120,9	121,2	121,0	– 0,0019	120,2	0,0035
…	…	…	…	…	…	…	…	…	…
200	46	193,4	204,1	121,4	120,7	121,0	– 0,0040	120,0	0,0051
…	…	…	…	…	…	…	…	…	…
320	56	308,4	320,0	119,8	119,7	119,7	0,0288	121,4	0,0088
…	…	…	…	…	…	…	…	…	…
520	113	519,9	523,6	132,5	132,6	132,5	0,0097	123,7	0,0037
…	…	…	…	…	…	…	…	…	…
720	149	719,2	730,2	123,6	123,4	123,6	–	122,9	–

							0,0405		0,0086
…	…	…	…	…	…	…	…	…	…
798	158	796,1	798,8	121,2	121,2	121,2	–0,0219	121,3	–0,0151
799	159	798,8	800,0	121,2	121,2	121,2	–0,0220	121,3	–0,0152

Appendix 8

DATA EXCHANGE AND REPORTING REQUIREMENTS

1. INTRODUCTION

This Appendix describes the requirements for the data exchange between the measurement systems and the data evaluation software and for the reporting and exchange of intermediate and final RDE results after the completion of the data evaluation.

The exchange and reporting of mandatory and optional parameters shall follow the requirements of point 3.2 of Appendix 1.The technical report is composed of 5 items:

i) the Data Exchange file as described in point 4.1;

ii) the Reporting file #1 as described in point 4.2.1;

iii) the Reporting file #2 as described in point 4.2.2;

iv) the Vehicle and engine description as described in point 4.3;

v) the visual supporting material of the PEMS installation as described in point 4.4.

2. SYMBOLS, PARAMETERS AND UNITS

a_1 - coefficient of the CO_2 characteristic curve

b_1 - coefficient of the CO_2 characteristic curve

a_2 - coefficient of the CO_2 characteristic curve

b_2 - coefficient of the CO_2 characteristic curve

tol_{1-} - primary lower tolerance

tol_{1+} - primary upper tolerance

$(v.a_{pos})95_k$ - 95th percentile of the product of vehicle speed and positive acceleration greater than 0,1 m/s^2 for urban, rural and motorway driving [m^2/s^3 or W/kg]

RPA_k - relative positive acceleration for urban, rural and motorway driving [m/s^2 or kWs/(kg*km)]

IC_k is the distance share of usage of the internal combustion engine for an OVC-HEV over the RDE trip

$d_{ICE,k}$ is the distance driven [km], with the internal combustion engine on for an OVC-HEV over the RDE trip

$d_{EV,k}$ is the distance driven [km], with the internal combustion engine off for an OVC-HEV over the RDE trip

$M_{CO_2,RDE,k}$ is the distance-specific mass of CO_2 [g/km], emitted over the RDE trip

$M_{CO_2,WLTP,k}$ is the distance-specific mass of CO_2 [g/km], emitted over the WLTP

$M_{CO_2,WLTP\_CS,k}$ is the distance-specific mass of CO_2 [g/km], emitted over the WLTP for an OVC-HEV vehicle tested on its charge sustaining mode

r_k ratio between the CO_2 emissions measured during the RDE test and the WLTP test

RF_k is the result evaluation factor calculated for the RDE trip

RF_{L1} is the first parameter of the function used to calculate the result evaluation factor

$\mathbf{RF_{L2}}$ is the second parameter of the function used to calculate the result evaluation factor

3. DATA EXCHANGE AND REPORTING FORMAT

3.1. General

Emission values as well as any other relevant parameters shall be reported and exchanged as csv-formatted data file. Parameter values shall be separated by a comma, ASCII-Code #h2C. Sub-parameter values shall be separated by a colon, ASCII-Code #h3B. The decimal marker of numerical values shall be a point, ASCII-Code #h2E. Lines shall be terminated by carriage return-linefeed, ASCII-Code #h0D #h0A. No thousands separators shall be used.

3.2. Data exchange

Data shall be exchanged between the measurement systems and the data evaluation software by means of a standardised reporting file that contains a minimum set of mandatory and optional parameters. The data exchange file shall be structured as follows: The first 195 lines shall be reserved for a header that provides specific information about, e.g., the test conditions, the identity and calibration of the PEMS equipment (Table 1). Lines 198-200 shall contain the labels and units of parameters. Lines 201 and all consecutive data lines shall comprise the body of the data exchange file and report parameter values (Table 2). The body of the data exchange file shall contain at least as many data lines as the test duration in seconds multiplied by the recording frequency in hertz.

3.3. Intermediate and final results

Summary parameters of intermediate results shall be recorded and structured as indicated in Table 3. The information in Table 3 shall be obtained prior to the application of the data evaluation and emission calculation methods laid down in Appendices 5 and 6.

The vehicle manufacturer shall record the available results of the data evaluation methods in separate files. The results of the data evaluation with the method described in Appendix 5 shall be reported according to Tables 4, 5 and 6. The results of the data evaluation with the method described in Appendix 5 and emissions calculation described in Appendix 6 shall be reported in accordance with Tables 4, 5 and 6. The header of the data reporting file shall be composed of three parts. The first 95 lines shall be reserved for specific information about the settings of the data evaluation method. Lines 101-195 shall report the results of the data evaluation method. Lines 201-490 shall be reserved for reporting the final emission results. Line 501 and all consecutive data lines comprise the body of the data reporting file and shall contain the detailed results of the data evaluation.

4. TECHNICAL REPORTING TABLES

4.1. Data exchange

Left column in Table 1 is the parameter to be reported (fixed format and content). Central column in Table 1 is the description and or unit (fixed format and content). If a parameter can be described with an element of a pre-defined list from the central column, then the parameter shall be described using the predefined nomenclature (e.g. In the Data Exchange file line 19, a manual transmission vehicle should be described as manual and not MT or Man, or any other nomenclature). Right column in Table 1 is where the actual data should be inserted. In the tables, dummy data has been inserted to show the proper way to fill in the reported content. The order of the columns and lines (including blanks) must be respected.

Table 1

Header of the data exchange file

TEST ID	[code]	TEST_01_Veh01
Test date	[dd.mm.yyyy]	13.10.2016
Organisation supervising the test	[name of the organization]	Dummy
Test location	[City (Country)]	Ispra (Italy)
Organisation commissioning the test	[name of the organization]	Dummy
Vehicle driver	[TS/Lab/OEM]	VELA lab
Vehicle type	[vehicle commercial name]	Commercial name
Vehicle manufacturer	[name]	Dummy
Vehicle model year	[year]	2017
Vehicle ID	[VIN code as defined in ISO 3779:2009]	ZA1JRC2U912345678
Odometer value at test start	[km]	5252
Odometer value at test end	[km]	5341
Vehicle category	[category as defined in Annex II to Directive 70/156/EEC]	M1
Type approval emissions limit	[Euro X]	Euro 6c
Ignition type	[PI/CI]	PI
Engine rated power	[kW]	85
Peak torque	[Nm]	190
Engine displacement	[ccm]	1197
Transmission	[manual/automatic/CVT]	CVT
Number of forward gears	[#]	6
Fuel type. If flexifuel indicate fuel used in the test	[gasoline/diesel/LPG/NG/biomethane/ ethanol/biodiesel]	Diesel
Lubricant	[product label]	5W30
Front and rear tyre size	[width.height.rim diameter/ width.height.rim diameter]	195.55.20/195.55.20
Front and rear axle tyre pressure	[bar/bar]	2.5/2.6

Road load parameters	[F_0/F_1/F_2]	60.1/0.704/0.03122
Type-approval test cycle	[NEDC/WLTC]	WLTC
Type-approval CO_2 emissions	[g/km]	139.1
CO_2 emissions in WLTC mode Low	[g/km]	155.1
CO_2 emissions in WLTC mode Mid	[g/km]	124.5
CO_2 emissions in WLTC mode High	[g/km]	133.8
CO_2 emissions in WLTC mode Extra High	[g/km]	146.2
Vehicle test mass (1)	[kg]	1743.1
PEMS manufacturer	[name]	MANUF 01
PEMS type	[PEMS commercial name]	PEMS X56
PEMS serial number	[number]	C9658
PEMS power supply	[battery type Li-ion/Ni-Fe/Mg-ion]	Li-ion
Gas analyser manufacturer	[name]	MANUF 22
Gas analyser type	[type]	IR
Gas analyser serial number	[number]	556
Propulsion type	[ICE/NOVC-HEV/ OVC-HEV]	ICE
Electric motor power	[kW. 0 if vehicle with ICE only]	0
Engine condition at test start	[cold/warm]	Cold
Wheel drive mode	[2WD/4WD]	2WD
Artificial payload	[% deviation from the payload]	28
Fuel used	[reference/market/EN228]	market
Tyre tread depth	[mm]	5
Vehicle age	[months]	26
Fuel supply system	[Direct injection/Indirect injection/Direct and indirect injection]	Direct injection
Type of bodywork	[saloon/hatchback/station wagon/coupé/convertible/lorry/van]	saloon
CO_2 emission on charge	[g/km]	-

sustaining (OVC-HEVs)		
EFM manufacturer [(3)]	[name]	EFMman 2
EFM sensor type [(3)]	[functional principle]	Pitot
EFM serial number [(3)]	[number]	556
Source of exhaust mass flow rate	[EFM/ECU/sensor]	EFM
Air pressure sensor	[type/ manufacturer]	Piezoresistor/AAA
Test date	[dd.mm.yyyy]	13.10.2016
Start time of pre-test procedure	[h:min]	15:25
Start time of trip	[h:min]	15:42
Start time of post-test procedure	[h:min]	17:28
End time of pre-test procedure	[h:min]	15:32
End time of trip	[h:min]	17:25
End time of post-test procedure	[h:min]	17:38
Soaking maximum temperature	[K]	291.2
Soaking minimum temperature	[K]	290.7
Soaking done totally or partially in ambient temperature extended conditions	[yes/no]	No
Drive mode for ICE if any	[normal/sport/eco]	Eco
Drive mode for PHEV	[charge sustaining/charge depleting/battery charge/mild operation]	
Any active safety system disabled during the test?	[No/ESP/ABS/AEB]	No
Start-stop system active	[yes/no/no SS]	no SS
Air conditioning	[off/on]	off
Time correction: Shift THC	[s]	
Time correction: Shift CH4	[s]	
Time correction: Shift NMHC	[s]	
Time correction: Shift O_2	[s]	-2
Time correction: Shift PN	[s]	3.1
Time correction: Shift CO	[s]	2.1

Time correction: Shift CO_2	[s]	2.1
Time correction: Shift NO	[s]	-1.1
Time correction: Shift NO_2	[s]	-1.1
Time correction: Shift exhaust mass flow rate	[s]	3.2
Span reference value THC	[ppm]	
Span reference value CH4	[ppm]	
Span reference value NMHC	[ppm]	
Span reference value O_2	[%]	
Span reference value PN	[#]	
Span reference value CO	[ppm]	18000
Span reference value CO_2	[%]	15
Span reference value NO	[ppm]	4000
Span Reference Value NO_2	[ppm]	550
(4)		
(4)		
(4)		
(4)		
(4)		
(4)		
Pre-test zero response THC	[ppm]	
Pre-test zero response CH_4	[ppm]	
Pre-test zero response NMHC	[ppm]	
Pre-test zero response O_2	[%]	
Pre-test zero response PN	[#]	
Pre-test zero response CO	[ppm]	0
Pre-test zero response CO_2	[%]	0
Pre-test zero response NO	[ppm]	0.03
Pre-test zero response NO_2	[ppm]	-0.06
Pre-test span response THC	[ppm]	
Pre-test span response CH_4	[ppm]	

Pre-test span response NMHC	[ppm]	
Pre-test span response O_2	[%]	
Pre-test span response PN	[#]	
Pre-test span response CO	[ppm]	18008
Pre-test span response CO_2	[%]	14.8
Pre-test span response NO	[ppm]	4000
Pre-test span response NO_2	[ppm]	549
Post-test zero response THC	[ppm]	
Post-test zero response CH_4	[ppm]	
Post-test zero response NMHC	[ppm]	
Post-test zero response O_2	[%]	
Post-test zero response PN	[#]	
Post-test zero response CO	[ppm]	0
Post-test zero response CO_2	[%]	0
Post-test zero response NO	[ppm]	0.11
Post-test zero response NO_2	[ppm]	0.12
Post-test span response THC	[ppm]	
Post-test span response CH_4	[ppm]	
Post-test span response NMHC	[ppm]	
Post-test span response O_2	[%]	
Post-test span response PN	[#]	
Post-test span response CO	[ppm]	18010
Post-test span response CO_2	[%]	14.55
Post-test span response NO	[ppm]	4505
Post-test span response NO_2	[ppm]	544
PEMS validation - results THC	[mg/km]	
PEMS validation - results CH_4	[mg/km]	
PEMS validation - results NMHC	[mg/km]	
PEMS validation - results PN	[#/km]	
PEMS validation - results CO	[mg/km]	56.0

PEMS validation - results CO_2	[g/km]	2.2
PEMS validation - results NO_X	[mg/km]	11.5
PEMS validation - results THC	[% of the laboratory reference]	
PEMS validation - results CH_4	[% of the laboratory reference]	
PEMS validation - results NMHC	[% of the laboratory reference]	
PEMS validation - results PN	[% of the PMP system]	
PEMS validation - results CO	[% of the laboratory reference]	2.0
PEMS validation - results CO_2	[% of the laboratory reference]	3.5
PEMS validation - results NO_X	[% of the laboratory reference]	4.2
PEMS validation - results NO	[mg/km]	
PEMS validation - results NO_2	[mg/km]	
PEMS validation - results NO	[% of the laboratory reference]	
PEMS validation - results NO_2	[% of the laboratory reference]	
NOx margin	[value]	0.43
PN margin	[value]	0.5
CO margin	[value]	
K_i used	[none/additive/multiplicative]	none
K_i factor/ K_i offset	[value]	
(5)		

(1) Mass of the vehicle as tested on the road, including the mass of the driver and all PEMS components including any artificial payload.

(2) Placeholders for additional information about analyser manufacturer and serial number in case multiple analysers are used.

(3) Mandatory if the exhaust mass flow rate is determined by an EFM.

(4) If required, additional information may be added here.

(5) Additional parameters may be added to characterise and label the test.

The body of the data exchange file is composed of a 3-line header corresponding to lines 198, 199, and 200 (Table 2, transposed) and the actual values recorded during the trip, to be included from line 201 onward until the end of data. Left column of Table 2 corresponds to line 198 of the data exchange file (fixed format). Central column of Table 2 corresponds to line 199 of the data exchange file (fixed format). Right column of Table 2 corresponds to line 200 of the data exchange file (fixed format).

Table 2

Body of the data exchange file; the rows and columns of this table shall be transposed in the body of the data exchange file

Time	trip	[s]
Vehicle speed [(1)]	Sensor	[km/h]
Vehicle speed [(1)]	GPS	[km/h]
Vehicle speed [(1)]	ECU	[km/h]
Latitude	GPS	[deg:min:s]
Longitude	GPS	[deg:min:s]
Altitude [(1)]	GPS	[m]
Altitude [(1)]	Sensor	[m]
Ambient pressure	Sensor	[kPa]
Ambient temperature	Sensor	[K]
Ambient humidity	Sensor	[g/kg]
THC concentration	Analyser	[ppm]
CH_4 concentration	Analyser	[ppm]
NMHC concentration	Analyser	[ppm]
CO concentration	Analyser	[ppm]
CO_2 concentration	Analyser	[ppm]
NO_X concentration	Analyser	[ppm]
NO concentration	Analyser	[ppm]
NO_2 concentration	Analyser	[ppm]
O_2 concentration	Analyser	[ppm]
PN concentration	Analyser	[#/m^3]
Exhaust mass flow rate	EFM	[kg/s]
Exhaust temperature in the EFM	EFM	[K]
Exhaust mass flow rate	Sensor	[kg/s]
Exhaust mass flow rate	ECU	[kg/s]
THC mass	Analyser	[g/s]
CH_4 mass	Analyser	[g/s]

NMHC mass	Analyser	[g/s]
CO mass	Analyser	[g/s]
CO_2 mass	Analyser	[g/s]
NO_X mass	Analyser	[g/s]
NO mass	Analyser	[g/s]
NO_2 mass	Analyser	[g/s]
O_2 mass	Analyser	[g/s]
PN	Analyser	[#/s]
Gas measurement active	PEMS	[active (1); inactive (0); error (>1)]
Engine speed	ECU	[rpm]
Engine torque	ECU	[Nm]
Torque at driven axle	Sensor	[Nm]
Wheel rotational speed	Sensor	[rad/s]
Fuel rate	ECU	[g/s]
Engine fuel flow	ECU	[g/s]
Engine intake air flow	ECU	[g/s]
Engine Coolant temperature	ECU	[K]
Engine Oil temperature	ECU	[K]
Regeneration status	ECU	-
Pedal position	ECU	[%]
Vehicle status	ECU	[error (1); normal (0)]
Percent torque	ECU	[%]
Per cent friction torque	ECU	[%]
State of charge	ECU	[%]
Relative ambient humidity	Sensor	[%]
[2]		

[1] To be determined by at least one method

[2] Additional parameters may be added to characterise vehicle and test conditions.

4.2. Intermediate and final results

4.2.1. *Intermediate results*

Left column in Table 3 is the parameter to be reported (fixed format). Central column in Table 3 is the description and or unit (fixed format). If a parameter can be described with an element of a pre-defined list from the central column, then the parameter shall be described using the predefined nomenclature. Right column in Table 3 is where the actual data should be inserted. In the table, dummy data has been inserted to show the proper way to fill in the reported content. The order of the columns and lines must be respected.

Table 3

Reporting file #1 - Summary parameters of intermediate results

Total trip distance	[km]	90.9
Total trip duration	[h:min:s]	01:37:03
Total stop time	[min:s]	09:02
Trip average speed	[km/h]	56.2
Trip maximum speed	[km/h]	142.8
Average THC emissions	[ppm]	
Average CH4 emissions	[ppm]	
Average NMHC emissions	[ppm]	
Average CO emissions	[ppm]	15.6
Average CO_2 emissions	[ppm]	119969.1
Average NO_X emissions	[ppm]	6.3
Average PN emissions	[#/m^3]	
Average exhaust mass flow rate	[kg/s]	0.010
Average exhaust temperature	[K]	368.6
Maximum exhaust temperature	[K]	486.7
Cumulated THC mass	[g]	
Cumulated CH_4 mass	[g]	
Cumulated NMHC mass	[g]	
Cumulated CO mass	[g]	0.69
Cumulated CO_2 mass	[g]	12029.53
Cumulated NO_X mass	[g]	0.71
Cumulated PN	[#]	
Total trip THC emissions	[mg/km]	
Total trip CH_4 emissions	[mg/km]	
Total trip NMHC emissions	[mg/km]	
Total trip CO emissions	[mg/km]	7.68

Total trip CO_2 emissions	[g/km]	132.39
Total trip NO_X emissions	[mg/km]	7.98
Total trip PN emissions	[#/km]	
Distance urban part	[km]	34.7
Duration urban part	[h:min:s]	01:01:42
Stop time urban part	[min:s]	09:02
Average speed urban part	[km/h]	33.8
Maximum speed urban part	[km/h]	59.9
Average urban THC concentration	[ppm]	
Average urban CH_4 concentration	[ppm]	
Average urban NMHC concentration	[ppm]	
Average urban CO concentration	[ppm]	23.8
Average urban CO_2 concentration	[ppm]	115968.4
Average urban NO_X concentration	[ppm]	7.5
Average urban PN concentration	[#/m^3]	
Average urban exhaust mass flow rate	[kg/s]	0.007
Average urban exhaust temperature	[K]	348.6
Maximum urban exhaust temperature	[K]	435.4
Cumulated urban THC mass	[g]	
Cumulated urban CH_4 mass	[g]	
Cumulated urban NMHC mass	[g]	
Cumulated urban CO mass	[g]	0.64
Cumulated urban CO_2 mass	[g]	5241.29
Cumulated urban NO_X mass	[g]	0.45
Cumulated urban PN	[#]	
Urban THC emissions	[mg/km]	
Urban CH_4 emissions	[mg/km]	
Urban NMHC emissions	[mg/km]	
Urban CO emissions	[mg/km]	18.54
Urban CO_2 emissions	[g/km]	150.64
Urban NO_X emissions	[mg/km]	13.18

Urban PN emissions	[#/km]	
Distance rural part	[km]	30.0
Duration rural part	[h:min:s]	00:22:28
Stop time rural part	[min:s]	00:00
Average speed rural part	[km/h]	80.2
Maximum speed rural part	[km/h]	89.8
Average rural THC concentration	[ppm]	
Average rural CH_4 concentration	[ppm]	
Average rural NMHC concentration	[ppm]	
Average rural CO concentration	[ppm]	0.8
Average rural CO_2 concentration	[ppm]	126868.9
Average rural NO_X concentration	[ppm]	4.8
Average rural PN concentration	[#/m^3]	
Average rural exhaust mass flow rate	[kg/s]	0.013
Average rural exhaust temperature	[K]	383.8
Maximum rural exhaust temperature	[K]	450.2
Cumulated rural THC mass	[g]	
Cumulated rural CH_4 mass	[g]	
Cumulated rural NMHC mass	[g]	
Cumulated rural CO mass	[g]	0.01
Cumulated rural CO_2 mass	[g]	3500.77
Cumulated rural NO_X mass	[g]	0.17
Cumulated rural PN	[#]	
Rural THC emissions	[mg/km]	
Rural CH_4 emissions	[mg/km]	
Rural NMHC emissions	[mg/km]	
Rural CO emissions	[mg/km]	0.25
Rural CO_2 emissions	[g/km]	116.44
Rural NO_X emissions	[mg/km]	5.78
Rural PN emissions	[#/km]	
Distance motorway part	[km]	26.1
Duration motorway part	[h:min:s]	00:12:53

Stop time motorway part	[min:s]	00:00
Average speed motorway part	[km/h]	121.3
Maximum speed motorway part	[km/h]	142.8
Average motorway THC concentration	[ppm]	
Average motorway CH_4 concentration	[ppm]	
Average motorway NMHC concentration	[ppm]	
Average motorway CO concentration	[ppm]	2.45
Average motorway CO_2 concentration	[ppm]	127096.5
Average motorway NO_X concentration	[ppm]	2.48
Average motorway PN concentration	[#/m3]	
Average motorway exhaust mass flow rate	[kg/s]	0.022
Average motorway exhaust temperature	[K]	437.9
Maximum motorway exhaust temperature	[K]	486.7
Cumulated motorway THC mass	[g]	
Cumulated motorway CH_4 mass	[g]	
Cumulated motorway NMHC mass	[g]	
Cumulated motorway CO mass	[g]	0.04
Cumulated motorway CO_2 mass	[g]	3287.47
Cumulated motorway NO_X mass	[g]	0.09
Cumulated motorway PN	[#]	
Motorway THC emissions	[mg/km]	
Motorway CH_4 emissions	[mg/km]	
Motorway NMHC emissions	[mg/km]	
Motorway CO emissions	[mg/km]	1.76
Motorway CO_2 emissions	[g/km]	126.20
Motorway NO_X emissions	[mg/km]	3.29
Motorway PN emissions	[#/km]	

Altitude at start point of the trip	[m above sea level]	123.0
Altitude at end point of the trip	[m above sea level]	154.1
Cumulative elevation gain during the trip	[m/100 km]	834.1
Cumulative urban elevation gain	[m/100 km]	760.9
Urban datasets with acceleration values > 0.1 m/s^2	[number]	845
$(v.a_{pos})95urban$	[m^2/s^3]	9.03
RPAurban	[m/s^2]	0.18
Rural datasets with acceleration values > 0.1 m/s^2	[number]	543
$(v.a_{pos})95rural$	[m^2/s^3]	9.60
RPArural	[m/s^2]	0.07
Motorway datasets with acceleration values > 0.1 m/s^2	[number]	268
$(v.a_{pos})95motorway$	[m^2/s^3]	5.32
RPAmotorway	[m/s^2]	0.03
Cold start distance	[km]	2.3
Cold start duration	[h:min:s]	00:05:00
Cold start stop time	[min:s]	60
Cold start average speed	[km/h]	28.5
Cold start maximum speed	[km/h]	55.0
Urban distance driven with ICE on	[km]	34.8
Speed signal used	[GPS/ECU/sensor]	GPS
T4253H-Filter used	[yes/no]	no
Duration of longest stop period	[s]	54
urban stops > 10 seconds	[number]	12
Idling time after 1st ignition	[s]	7
Motorway speed share > 145 km/h	[%]	0.1
Maximum altitude during the trip	[m]	215
Maximum ambient temperature	[K]	293.2
Minimum ambient temperature	[K]	285.7
Trip done totally or partially in altitude extended conditions	[yes/no]	no

Trip done totally or partially in ambient temperature extended conditions	[yes/no]	no
Average NO emissions	[ppm]	3.2
Average NO_2 emissions	[ppm]	2.1
Cumulated NO mass	[g]	0.23
Cumulated NO_2 mass	[g]	0.09
Total trip NO emissions	[mg/km]	5.90
Total trip NO_2 emissions	[mg/km]	2.01
Average urban NO concentration	[ppm]	7.6
Average urban NO_2 concentration	[ppm]	1.2
Cumulated urban NO mass	[g]	0.33
Cumulated urban NO_2 mass	[g]	0.12
Urban NO emissions	[mg/km]	11.12
Urban NO_2 emissions	[mg/km]	2.12
Average rural NO concentration	[ppm]	3.8
Average rural NO_2 concentration	[ppm]	1.8
Cumulated rural NO mass	[g]	0.33
Cumulated rural NO_2 mass	[g]	0.12
Rural NO emissions	[mg/km]	11.12
Rural NO_2 emissions	[mg/km]	2.12
Average motorway NO concentration	[ppm]	2.2
Average motorway NO_2 concentration	[ppm]	0.4
Cumulated motorway NO mass	[g]	0.33
Cumulated motorway NO_2 mass	[g]	0.12
Motorway NO emissions	[mg/km]	11.12
Motorway NO_2 emissions	[mg/km]	2.21
TEST ID	[code]	TEST_01_Veh01
Test date	[dd.mm.yyyy]	13.10.2016
Organisation supervising the test	[name of the organization]	Dummy
(1)		

(1) Parameters may be added to characterize additional elements of the trip.

4.2.2. *Results of the data evaluation*

In Table 4, from lines 1 to 497, the left column is the parameter to be reported (fixed format), the central column is the description and or unit (fixed format), and the right column is where the actual data should be inserted. In the table, dummy data has been inserted to show the proper way to fill in the reported content. The order of the columns and lines must be respected.

Table 4

Header of reporting file #2 - Calculation settings of the data evaluation method in accordance with Appendix 5 and Appendix 6

Reference CO_2 mass	[g]	1529.48
Coefficient a_1 of the CO_2 characteristic curve	-	-1.99
Coefficient b_1 of the CO_2 characteristic curve	-	238.07
Coefficient a_2 of the CO_2 characteristic curve	-	0.49
Coefficient b_2 of the CO_2 characteristic curve	-	97.02
[reserved]	-	
[reserved]	-	
[reserved]	-	
[reserved]	-	
[reserved]	-	
Calculation software and version	-	EMROAD V.5.90 B5
Primary upper tolerance tol_{1+}	[%][% URB/ % RUR/ % MOT]	45/40/40
Primary lower tolerance tol_{1-}	[%]	25
IC(t)	[ICE ratio on total trip]	1
dICE(t)	[km on ICE on total trip]	88
dEV(t)	[km on electric on total trip]	0
mCO_2_WLTP_CS(t)	[kg of CO_2 emitted over the WLTP for an OVC-HEV tested on its charge sustaining mode]	
MCO2_WLTP(t)	[distance-specific CO_2 emitted over the WLTP g/km]	154
MCO2_WLTP_CS(t)	[distance-specific CO_2 for an OVC-HEV emitted over the WLTP tested on its charge sustaining mode g/km]	

MCO2_RDE(t)	[distance-specific mass of CO_2 [g/km], emitted over the total RDE trip]	122.4
MCO2_RDE(u)	[distance-specific mass of CO_2 [g/km], emitted over the urban RDE trip]	135.8
r(t)	[ratio between the CO_2 emissions measured during the RDE test and the WLTP test]	1.15
$r_{OVC-HEV}(t)$	[ratio between the CO_2 emissions measured during the total RDE test and the total WLTP for an OVC-HEV]	
RF(t)	[result evaluation factor calculated for the total RDE trip]	1
RFL1	[first parameter of the function used to calculate the result evaluation factor]	1.2
RFL2	[second parameter of the function used to calculate the result evaluation factor]	1.25
IC(u)	[ICE ratio on urban trip]	1
dICE(u)	[km on ICE on urban trip]	25
dEV(u)	[km on electric on urban trip]	0
r(u)	[ratio between the CO_2 emissions measured during the urban part of the RDE test and the WLTP test phases 1+2]	1.26
$r_{OVC-HEV}(u)$	[ratio between the CO_2 emissions measured during the urban part of the RDE test and the total WLTP for an OVC-HEV]	
RF(u)	[result evaluation factor calculated for the urban RDE trip]	0.793651
TEST ID	[code]	TEST_01_Veh01
Test date	[dd.mm.yyyy]	13.10.2016
Organisation supervising the test	[name of the organization]	Dummy
(1)		

(1) Parameters may be added until line 95 to characterize additional calculation settings

Table 5a starts from lines 101 of the data reporting file #2. The left column is the parameter to be reported (fixed format), the central column is the description and or unit (fixed format), and the right column is where the actual data should be inserted. In the table, dummy data has been inserted to show the proper way to fill in the reported content. The order of the columns and lines must be respected.

Table 5a

Header of reporting file #2 – Results of the data evaluation method in accordance with Appendix 5

Number of windows	-	4265
Number of urban windows	-	1551
Number of rural windows	-	1803
Number of motorway windows	-	910
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
Number of windows within tol1	-	4219
Number of urban windows within tol1	-	1535
Number of rural windows within tol1	-	1774
Number of motorway windows within tol1	-	910
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
Share of urban windows within tol_1	[%]	99.0
Share of rural windows within tol_1	[%]	98.4
Share of motorway windows within tol_1	[%]	100.0
Share of urban windows within tol_1 greater than 50%	[1=Yes; 0=No]	1
Share of rural windows within tol_1 greater than 50%	[1=Yes; 0=No]	1
Share of motorway windows within tol_1 greater than 50%	[1=Yes; 0=No]	1
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-

[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
(1)		

(1) Additional parameters may be added until line 195

Table 5b starts from lines 201 of the data reporting file #2. The left column is the parameter to be reported (fixed format), the central column is the description and or unit (fixed format), and the right column is where the actual data should be inserted. In the table, dummy data has been inserted to show the proper way to fill in the reported content. The order of the columns and lines must be respected.

Table 5b

Header of reporting file #2 – Final emission results in accordance with Appendix 6

Total trip - THC emissions	[mg/km]	
Total trip - CH_4 emissions	[mg/km]	

Total trip - NMHC emissions	[mg/km]	
Total trip - CO emissions	[mg/km]	
Total trip - NO_X emissions	[mg/km]	6.73
Total trip - PN emissions	[#/km]	$1.15*10^{11}$
Total trip - CO_2 emissions	[g/km]	
Total trip - NO emissions	[mg/km]	4.73
Total trip - NO_2 emissions	[mg/km]	2
Urban trip - THC emissions	[mg/km]	
Urban trip - CH_4 emissions	[mg/km]	
Urban trip - NMHC emissions	[mg/km]	
Urban trip - CO emissions	[mg/km]	
Urban trip - NO_X emissions	[mg/km]	8.13
Urban trip - PN emissions	[#/km]	$0.85*10^{11}$
Urban trip - CO_2 emissions	[g/km]	
Urban trip - NO emissions	[mg/km]	6.41
Urban trip - NO_2 emissions	[mg/km]	2.5
(1)		

(1) Additional parameters may be added

The body of the reporting file #2 is composed by a 3-line header corresponding to lines 498, 499, and 500 (Table 6, transposed) and the actual values describing the Moving Average Windows as calculated in accordance with Appendix 5 shall be included from line 501 onward until the end of data. Left column of Table 6 corresponds to line 498 of the reporting file #2 (fixed format). Central column of Table 6 corresponds to line 499 of the reporting file #2 (fixed format). Right column of Table 6 corresponds to line 500 of the reporting file #2 (fixed format).

Table 6

Body of reporting file #2 - Detailed results of the data evaluation method in accordance with Appendix 5; the rows and columns of this table shall be transposed in the body of the data reporting file

Window Start Time		[s]
Window End Time		[s]
Window Duration		[s]
Window Distance	Source (1=GPS;	[km]

	2=ECU; 3=Sensor)	
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
Window CO_2 emissions		[g]
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
Window CO_2 emissions		[g/km]
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
[reserved]	-	-
Window distance to CO_2 characteristic curve h_j		[%]
[reserved]		[-]
Window Average Vehicle Speed	Source (1=GPS; 2=ECU; 3=Sensor)	[km/h]
(1)		

(1) Additional parameters may be added to characterise window characteristics

4.3. Vehicle and engine description

The manufacturer shall provide the vehicle and engine description in accordance with Appendix 4 of Annex I

4.3. Visual supporting material of the PEMS installation

It is necessary to document with visual material (photographs and/or videos) the installation of the PEMS on every tested vehicle. The pictures should be in quantity and quality enough to identify the vehicle and to assess if the installation of the PEMS main unit, the EFM, the GPS antenna, and the weather station follow the instrument manufacturers recommendations and the general good practices of PEMS testing.