

Emission factors of passenger cars

BASt started measurement campaign of 50 vehicles

- 26 Diesel, 14 Petrol, 6 CNG (OEM), 4 LPG (OEM/Retrofit); started in 2015/2016
- Diesel, Petrol (Euro 6), CNG/LPG (mainly Euro 5)
- Exhaust gas measurements on test benches in relevant driving cycles (NEDC, ERMES, IUFC); defined conditions (Labs: Dekra, TÜV Nord, TU Graz)
- EF's generated by TU Graz
- HBEFA relevant limited components; additionally N_2O , NH_3 (Diesel), CH_4 (LPG/CNG)
- Selection of vehicles in accordance with German fleet composition (KBA-Statistics) and ERMES-HBEFA list
 - Different exhaust gas after treatment systems (SCR, DeNO_x, DPF, EGR only) are covered

Emission factors of heavy duty vehicles

BASt finished measurement campaign of Euro-VI heavy duty vehicles

- 2 Engine, 1 Chassis test in relevant HBEFA driving cycles
- All vehicles equipped with EGR, DPF, SCR
- Labs: TÜV Nord, Emitec

Emission factors already implemented into HBEFA

Emission factors of powered two-wheelers

BASSt plans 5 projects related to EF's of PTW

1. Extension of model PHEM for powered two-wheelers (just started in 2016, TU Graz)
 - Basic structure for PTW should be created
 - Measurement data from test benches and PEMS should be usable (covering PTW engine maps appropriate)
 - MC and SMC
 - Measurement programm should be developed for further measurment campaigns
2. Evaporative Emissions of PTW (measurement campaign; start: 2016)
3. Validation of „new“ PHEM-module; measurement campain of Euro 3/4 (starting 2017), (possibly Euro 5, separate project 2019?)
4. Generating EF's in accordance to HBEFA classification (end of 2017)
5. Implementation of EF's into TREMOD (2018)

Revision of emission modelling of light commercial vehicles

BASt carries out an assessment study, whether a revision of emission modelling of light commercial vehicles (LCV) is needed (start 2015)

Focus is on verification of input data base in TREMOD and HBEFA:

- Emission factors
- Annual traffic
- Driving situations