

[REDACTED] (GROW)

From: [REDACTED] <[REDACTED]@acea.be>
Sent: 15 April 2015 09:26
To: [REDACTED] (GROW)
Cc: [REDACTED] (GROW); [REDACTED] (GROW)
Subject: Dynamic Boundary Conditions for RDE - part 1
Attachments: 150415 to PJ & KS on RDE dynamic BCs P1.pdf

Importance: High

[REDACTED]
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15 April 2015

████████████████████ G3, DG Growth

cc:

████████████████████ G3, DG Growth

████████████████████ unit G3, DG Growth,

Dear ██████████,

Subject: Real Driving Emissions (RDE)

ACEA has been requested to communicate to the Commission its views on "additional RDE boundary conditions" that were recently discussed in the RDE expert group, as follows:

The proportion of stop periods during an RDE trip:

ACEA recommends the following parameters be included now, as agreed:

Stop periods	Reflect method change, loophole not representative driving without standstill	Lower limit	Minimum Urban Stationary share (%)	5
	Avoid major traffic jam, not covered by normalisation tools	Upper limit	Maximum Urban Stationary share (%)	30
		Limit	Maximum time of each single stop (s)	120

The minimum/maximum average speeds during urban driving:

ACEA recommends the following parameters be included now, as agreed:

Speed	Reflect method change, missing justification 15km/h	Lower	Minimum Average speed urban (km/h) including stops	20** (15*)
	Reflect method change, ensure urban speed mix can be achieved	Upper	Maximum Average speed urban (km/h) including stops	40** (35*)

* map based. ** vehicle speeds up to 60 km/h



European
Automobile
Manufacturers
Association

ACEA remains at your disposal to answer any further questions you or your colleagues may have.

Yours faithfully,

