(GROW)

From: <a href="mai

Sent: 15 April 2015 09:26 **To:** (GROW)

Cc: (GROW);

Subject:Dynamic Boundary Conditions for RDE - part 1Attachments:150415 to PJ & KS on RDE dynamic BCs P1.pdf

Importance: High

European Automobile Manufacturers' Association – ACEA

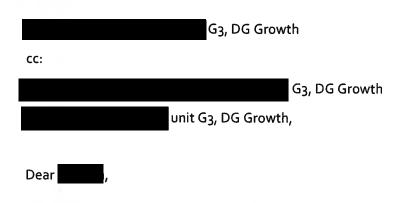
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Subject:

15 April 2015



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:

Real Driving Emissions (RDE)

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



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

Yours faithfully,

