



CLEPA position on the REVISION of TEST CYCLE and PROCEDURE

- A)** CLEPA supports a revision to make the test cycle more representative of the real-world and include, to the extent possible, eco-innovations.
- B)** The ambition level of the 95g/km target should not be affected by the test cycle revision. A more representative cycle will therefore require an adjustment of the CO2 target.
- C)** Euro emission standards should be based on the new test cycle with sufficient lead-times, as planning to meet (the different steps of) Euro 6 is carried out based on current test cycle and new engine generations require high development efforts.
- D)** OBD-compatibility has to be considered in detail, as many OBD tests have to be incorporated into the test cycle. The workload for this is very significant.
- E)** Key parameters such as the electric load should better reflect the real use of cars. Depletion of any embedded energy source (including the battery) should be considered in the CO2 measurement.
- F)** High energy consuming auxiliaries should be considered in the test cycle CO2 measurement. For example, mobile air conditioning systems (MAC) should ideally be integrated into the standard test or be considered in a separate MAC test. To the extent possible, any test should cover the known energy saving technologies for MAC.
- G)** Test temperature should be left for practical reasons at 22 +/- tolerance band. A pragmatic way (e.g. weighting or correction factor) should be found to more realistically reflect low-temperature emissions.
- H)** Eco-innovations should be incorporated to the extent possible; however, so as to keep incentives for innovation and reward innovative CO2-saving technologies that cannot be integrated into the test cycle or are currently unknown, a procedure to give credits to eco-innovations should be kept.
- I)** International harmonisation of the test cycle is an important objective that CLEPA shares.