



News – ‘Real world’ emissions testing arrives – at last

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More stringent “real world” emissions tests come into force today...

Robin Roberts reports.

The new laboratory test, called Worldwide harmonized Light vehicles Test Procedure, will introduce much more realistic testing conditions for measuring pollutant and CO2 emissions than the previous, out-dated lab test.



The WLTP will provide a more accurate basis for measuring a vehicle's fuel consumption and emissions said the European Automobile Manufacturers' Association.

An additional new test to measure pollutant emissions on the road – known as the real driving emissions test – will also apply as of tomorrow, making Europe the only region in the world to implement such testing.

Under RDE, a car will be driven on public roads over a wide range of conditions using portable measuring equipment. RDE will complement WLTP to ensure that pollutant emission levels, measured during the laboratory test, are confirmed on the road.

“The automobile industry has invested heavily to achieve significant improvements in emissions from RDE-compliant Euro 6 vehicles,” stated ACEA Secretary General, Erik Jonnaert.

“Indeed, these diesel vehicles will deliver very low pollutant emissions not only in the laboratory, but also on the road. We believe that the introduction of this latest generation of diesel vehicles, supported by fleet renewal plans, will play a strong role in helping cities move towards compliance with EU air quality targets.”

ACEA also welcomes the fact that with RDE there is now one common EU-wide test to measure on-the-road emissions of cars.

This should help prevent the confusion caused by using a multitude of different tests, each with varying and incomparable methods and results – such as those recently proposed by some local governments, cities and other stakeholders.