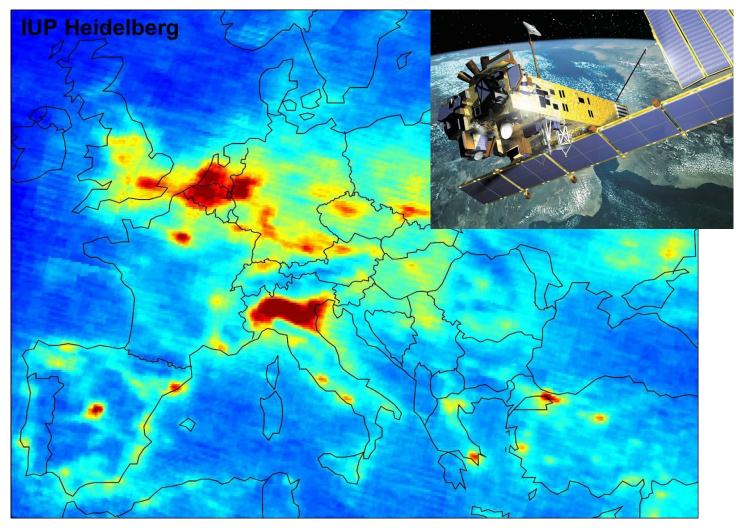
Short Test Procedures for Nanoparticles Emission and Gaseous Exhaust Components of Combustion Engines



 Significant overruns of PM and NO2 air quality limits specifically in urban areas

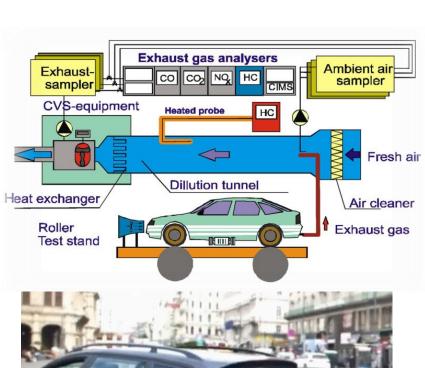




Test Procedures for distance related emissions and a limited number of vehicles:

Chassis Dyno

Real-world testing

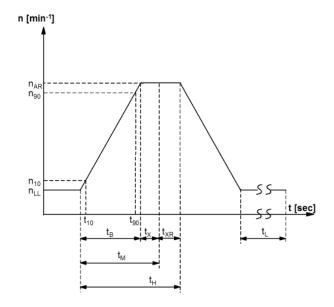




Test Procedures for Periodic inspection of all vehicles:

• Gasoline: Lambda λ + CO at high idle (by E. Pucher 1988)

Diesel: Opacity at free acceleration (from the 1970s)

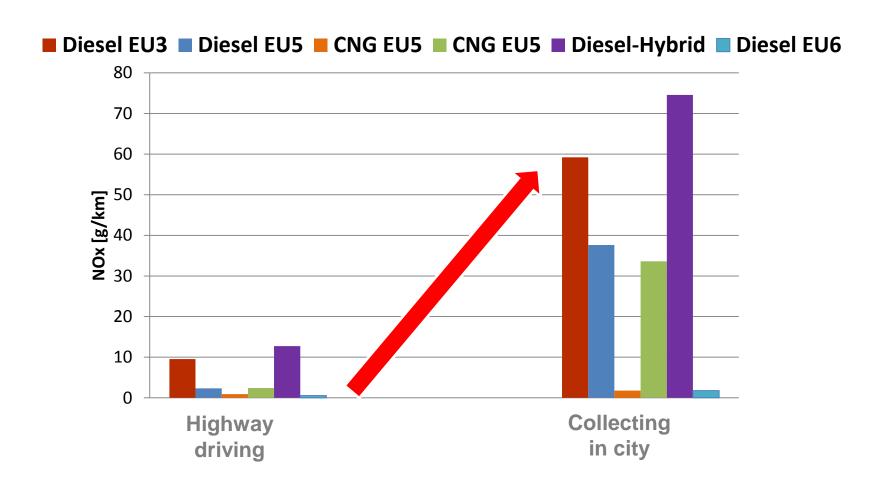


For cars optional readout of the on-board diagnosis

Issues:

- The most important air-quality related exhaust constituents NOx and
 PN are not measured
- The free acceleration test for Diesel is used only very limited in reality - Specifically with HDV
- We have more than 100 Million Diesel vehicles in Europe
- How will we handle the deterioration problem
- In urban driving Euro 6 cars, trucks and busses still have highly exceeding NOx emissions
- NOx and NH₃ are secondary particulate precursors

HDV Emissions during highway driving and collecting in city



Strong fluctuations between engines of the same emission standard



Real-world "Optimization":

- Chip tuning: Increased maximum power and
- Hardware emulators from third parties

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Adblue Emulator 8in1 v3

Vehicle List: .....most OEMs.....

Special price: $57.43!!! PayPal Garantee
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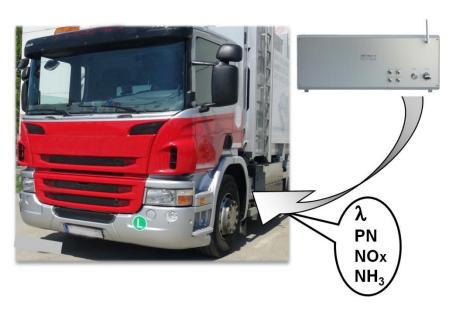
- Defeat device regulation: in US since 1983; in EU since 2009
- Map switching
- Engine protection

What we learned:

From our experience of a high number of real-world test on all vehicle categories and evaluation of periodic inspection programs of Diesel and Gasoline vehicles over the last 20 years we learned:

 A direct tail pipe check that is independent of the vehicle itself is required!

Universal Short Test Procedures for Nanoparticles Emission and Gaseous Exhaust Components



- Load creation by high idle or auxiliaries
- λ related measurement
 of PN and NOx
- CO and NH₃
 if required