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the switching from new european driving cycle nedc to worldwide harmonized light vehicles test procedure wltp will affect the energy consumption of plug in hybrid electric vehicle phev and then affect the new energy vehicle nev credit regulation and subsidy policy for phevs results for hybrid electric vehicles hevs show an average wltp to nedc co2 ratio significantly higher than for icevs approximately 1.33 for passenger cars and 1.4 for light commercial vehicles this paper examines which effects arise due to the agreed procedure for changing from the nedc to a regulation in the wltp regime and what recommendations for action appear conducive to an effective future regulation the present report summarises the work carried out by the european commission's joint research centre to estimate the impact of the introduction of the new type approval procedure the worldwide light duty vehicle test procedure wltp on the european car fleet co2 emissions the present report summarises the work carried out by the european commission's joint research centre to estimate the impact of the introduction of the new type approval procedure the worldwide light duty vehicle test procedure wltp on the european car fleet co2 emissions as a consequence when analyzing fueling records for wltp type approved vehicles from the consumer website spritmonitor.de we observe a strong drop in the real world co2 gap for 2018 to approximately 14 this is compared to a high of around 40 for nedc type approved vehicles in other words wltp type approved vehicles from the from nedc to wltp effect on the energy consumption nev credits and subsidies policies of phev in the chinese market the switching from new european driving cycle nedc to worldwide harmonized light vehicles test procedure wltp will affect the energy consumption of plug in hybrid electric vehicle phev and the current paper aims to assess the effect of wltp introduction on the reported co2 emissions from passenger cars presently measured under the new european driving cycle and the corresponding abstract the worldwide harmonized light duty test procedure wltp recently issued as gtr15 by unece wp29 is designed to check the pollutant emission compliance of light duty vehicles ldvs around the world and to establish the reference vehicle fuel consumption and co2 performance the switching from new european driving cycle nedc to worldwide harmonized light vehicles test procedure wltp will affect the energy consumption of plug in hybrid electric vehicle phev and then affect the new energy vehicle nev credit regulation and subsidy policy for phevs under conditions defined by eu law the worldwide harmonised light vehicle test procedure wltp laboratory test is used to measure fuel consumption and co2 emissions from passenger cars as well as their pollutant emissions what is wltp and how does it work abstract the switching from new european driving cycle nedc to worldwide harmonized light vehicles test procedure wltp will affect the energy consumption of plug in hybrid electric vehicle the new wltp tests will cover longer routes 14.4 miles over 30 minutes vs 6.8 miles over 20 minutes on the old nedc tests at higher speeds up to 81.3 mph from 75 mph and at more consistent the switching from new european driving cycle nedc to worldwide harmonized light vehicles test procedure wltp will affect the energy consumption of plug in hybrid electric vehicle phev and the switching from new european driving cycle nedc to worldwide harmonized light vehicles test procedure wltp will affect the energy consumption of plug in hybrid electric vehicle phev and then affect the new

energy vehicle nev credit regulation and subsidy policy for phev's what effect will wltп have on hybrid and electric vehicle figures plug in hybrid vehicles phev's have returned highly impressive mpg and co2 figures under the previous nedc testing regime but buyers have been less impressed when they've realised what the real world figures are switching from nedc to wltп has adverse effects on hev and 48v it has a slightly beneficial impact on gasoline direct injection gdi models and slightly adverse effects on multi gear automatic transmission at models and models with start stop with new changes to the wltп legislation coming into effect in germany we look at what wltп actually is what the new changes are and why it's important to the customer car buying journey in this what you need to know overview this paper identifies the main influencing parameters and quantifies their impacts the effects of the new driving cycle and the new definition of the vehicles test masses result in a new wltп based target of 100 g co2 km for 2020 new wltп emissions test when it's in force and how it could affect your car overhauled economy and emissions tests are set to make their mark this autumn as car makers get to grips with tough

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