

GETTING READY FOR WLTP

THE NEW LAB TEST FOR MEASURING FUEL CONSUMPTION AND EMISSIONS FROM CARS

Under conditions defined by EU law, laboratory tests are used to measure fuel consumption and CO₂ emissions from passenger cars, as well as their pollutant emissions.

The current lab test – called the New European Driving Cycle (NEDC) – was designed in the 1980s. Due to evolutions in technology and driving conditions, it has become outdated today. The European Union has therefore developed a new test, called the **Worldwide Harmonised Light Vehicle Test Procedure (WLTP)**. The EU automobile industry welcomes the shift to WLTP, and has been contributing actively to the development of this new test cycle.

THE BENEFITS OF WLTP

WLTP WILL INTRODUCE MUCH MORE REALISTIC TESTING CONDITIONS. THESE INCLUDE:



More realistic driving behaviour



Higher average and maximum speeds



Optional equipment: CO₂ values and fuel consumption are provided for individual vehicles as built



A greater range of driving situations (urban, suburban, main road, motorway)



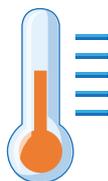
Higher average and maximum drive power



Stricter car set-up and measurement conditions



Longer test distances



More realistic ambient temperatures, closer to the European average



Instead of average values, WLTP will enable best and worst-case values to be shown on consumer information, reflecting the options available for similar car models



More dynamic and representative accelerations and decelerations



Shorter stops

Because of all these improvements, WLTP will provide a much more accurate basis for calculating a car's fuel consumption and emissions. This will ensure that lab measurements better reflect the on-road performance of a car.

NEXT STEPS



Cars are type approved using the old NEDC test



WLTP will officially apply to new types of cars*



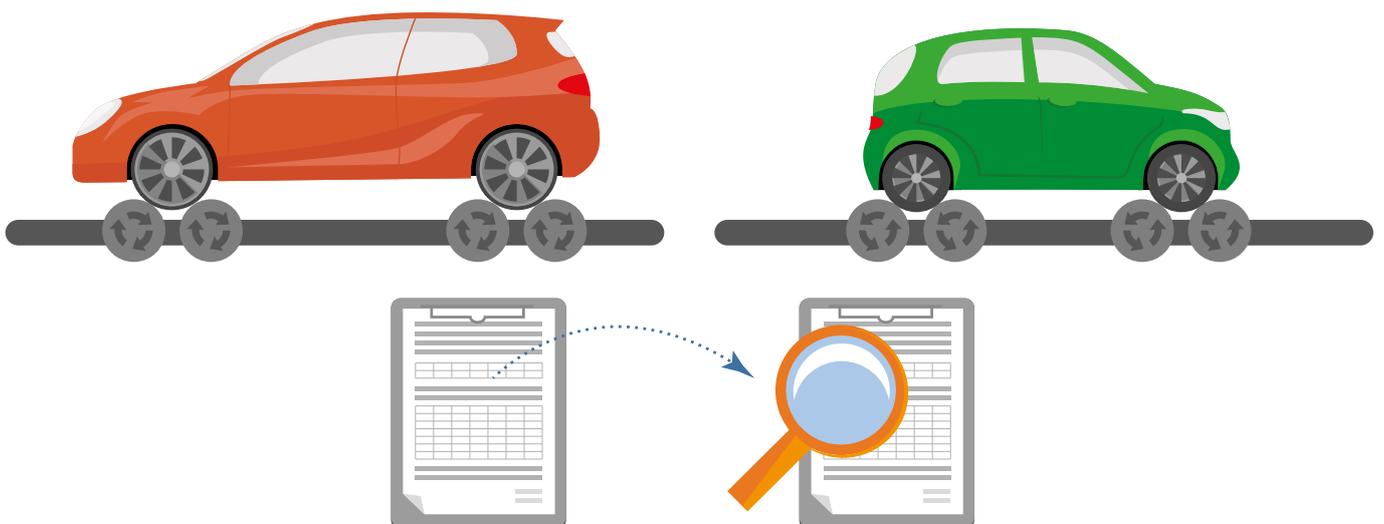
WLTP will apply to all new car registrations

KEY ISSUES

1

Consumer Information

The main purpose of the laboratory test is to enable the consumer to make reliable comparisons between cars in terms of their CO₂ emissions and fuel economy. Only a lab test, which follows a standardised and repeatable procedure, allows consumers to compare different car models.

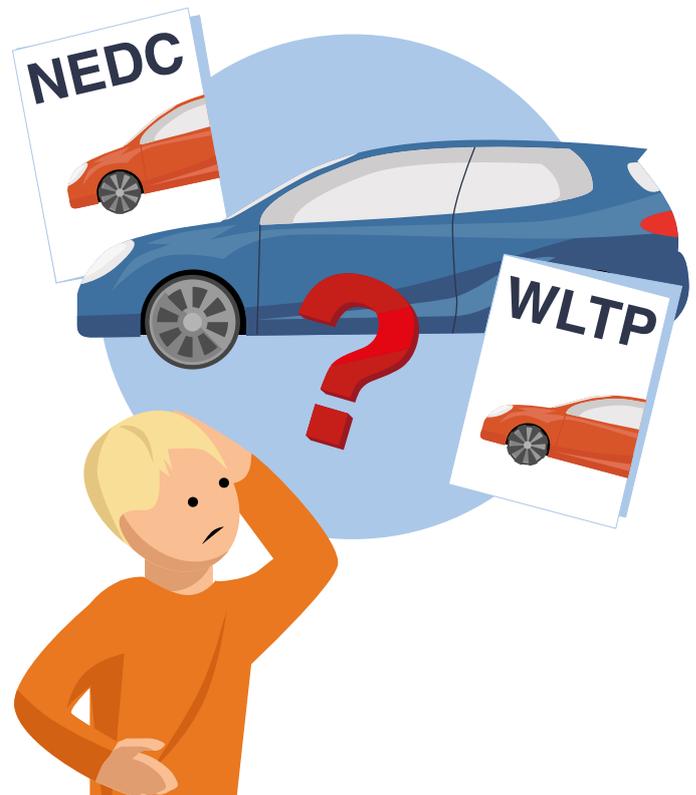


*New types of cars: vehicle models that are introduced on the market for the first time. Manufacturers may already start requesting WLTP approvals for new car types when the legislation is published by the European Commission, around May 2017.

Today, every car produced is accompanied by a certificate of conformity, which includes CO2 values based on the current NEDC test. On the basis of this official document, which could be described as the car's birth certificate, the vehicle can be registered anywhere in Europe.

During the period of transition from NEDC to WLTP that starts from September 2017, cars approved before then will continue to have CO2 values as measured under the current NEDC test only. When a new car is certified after September 2017, its official documents will have CO2 emission values from both the new lab test (WLTP) as well as the old one.

This means that after September 2017, when the switch from NEDC to WLTP is being made, one might come across two different values for the same car. This risks being quite confusing, making it difficult to compare cars. A very important issue therefore is how WLTP will be integrated in car labelling and other consumer information.



Policy recommendations



'One-shot' WLTP introduction on 1 January 2019

- To maintain transparency and comparability for consumers, European auto manufacturers recommend that the EU and its member states go for a 'one-shot' introduction of WLTP on labels and other consumer information as of 2019.
- Before this date, the use of NEDC should be legally binding for labelling.
- Bearing in mind the complexity of the transition period, European auto manufacturers consider that this one-shot change in labelling could be made from 1 January 2019 (as proposed by the European Commission), with the exception of end-of-series cars.



Transparent and complete consumer information

- To be as transparent as possible towards consumers, manufacturers wish to provide them with WLTP-based information through their websites and other materials as from September 2017. Industry is ready to do this, but it needs the legal opinion of the Commission. This is especially important for car configurators, which consumers can find online.
- For labelling purposes, the specific CO2 value of an individual car is used. However, for other consumer information and advertising, ranges of CO2 and fuel consumption values should be used (going from best to worst-case scenario for the car advertised, thus better representing the highly diverging driving styles of consumers).



Harmonised introduction across Europe

- The Commission should provide clear guidance and recommendations to the member states on how to implement WLTP in a harmonised way across the EU, taking into account the above-mentioned principles.

2

Taxation

Most EU member states currently apply some form of CO2 tax to the registration and/or ownership of cars. These taxation systems are based on the CO2 values from the lab test, which can be found on the car's certificate of conformity.

In the transitional period, some cars in the market will only have NEDC-CO2 values, whereas the most recently approved cars will have both WLTP and correlated NEDC-CO2 values.

For example, today we could have two cars in the same class and in the same price bracket in different dealerships, both with CO2 emissions of 100g CO2/km. As of September 2017, one car model might still have a value of 100g CO2/km using the old NEDC test, but the other car might come in at around 120g CO2/km if it is tested under the new WLTP test.



The cars are the same, except one has the latest test results. It is quite clear which one the consumer would choose if a country's CO2-tax scheme were to remain unchanged. This would lead to a very anti-competitive situation in the market, and result in confusion for consumers.

Policy recommendations



WLTP should not negatively impact vehicle taxation

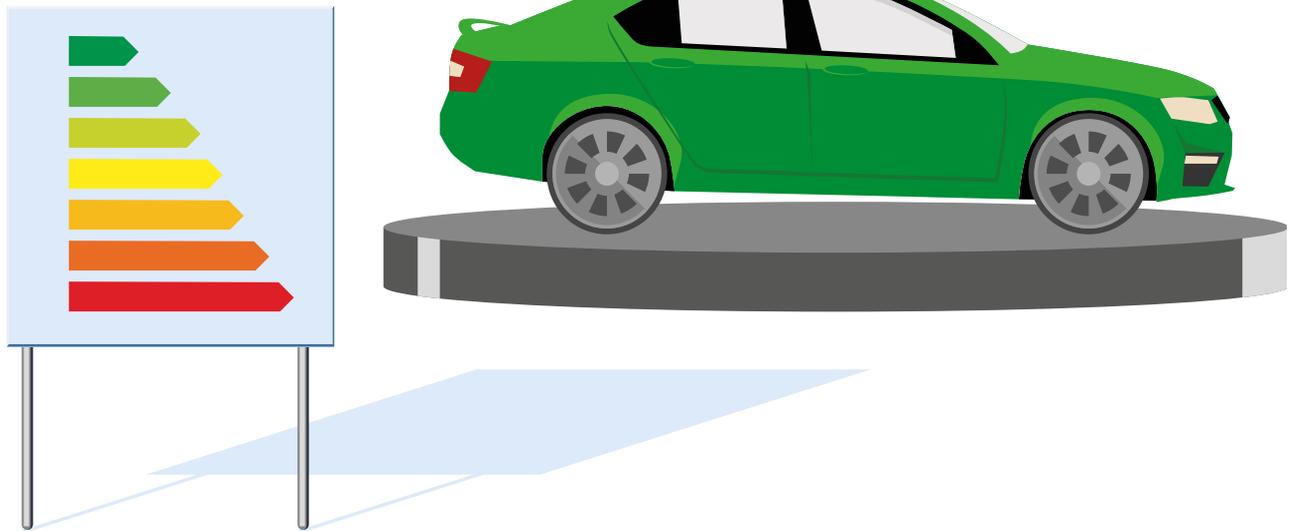
- The European Commission should make clear to member states that the shift to WLTP should not negatively impact vehicle taxation by increasing costs for consumers.
- National governments should also adapt their taxation systems, since WLTP will result in a higher CO2 value for the one and same vehicle compared to NEDC. If they fail to do so, the introduction of the new test procedure will increase the financial burden on consumers.

3

Revision of the Car Labelling Directive (1999/94/EC)

To help drivers make a well-informed purchase decision based on fuel consumption, the Car Labelling Directive requires car dealers and manufacturers to provide relevant information to consumers.

This includes a label showing a car's CO2 emissions and fuel consumption which is attached on or near all new cars at the point of sale. The design of these labels is defined at national level, but they all contain the CO2 values from the lab test that are on the car's official certificate of conformity.



Policy recommendations



- Bearing in mind the complexity of the changes due to the WLTP requirements and the fact that the Directive is outdated, the EU auto industry suggests that the Car Labelling Directive is revised once the transition to WLTP has been completed.
- Given the diverse requirements across Europe today, in practice there are 28 different labels in the EU. The revision of the Directive should strengthen the harmonisation of consumer information requirements across the EU.

TRANSITION TIMELINE: NEDC TO WLTP

From September 2017

- Cars type approved using NEDC before September 2017 can still be sold.
- WLTP type approval testing will be introduced for new car types.
- Some cars will have 'old' NEDC values, while others will already be certified under the new WLTP conditions.
- The industry would like to start using WLTP-based results for general consumer information (eg sales brochures and websites).
- During the period of transition (up until the end of 2018), only NEDC values should be used on labels and information in dealerships to enable consumers to compare different cars.
- It is expected that national tax regulations will continue to be based on NEDC values.

From September 2018

- All new cars must be tested according to the WLTP test, and no longer on NEDC.

From 1 January 2019

- All cars in dealerships should have WLTP-CO2 values only to avoid any confusion among consumers, in the view of the automobile industry.
- An exception will be made for end-of-series vehicles to allow for a limited number of unsold vehicles in stock that were approved under the old NEDC test to be sold for one more year.
- National governments should adjust vehicle taxation and fiscal incentives to WLTP values, respecting the principle that WLTP should not have a negative impact on consumers.



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