## **Summary Report**

<u>Presentation Title</u>: Euro 7 Regulation, AECC Projects Data and Technologies

<u>Presenter</u>: Mr Dirk Bosteels, Executive Director, AECC, Belgium, Europe

Presentation Date: Wednesday, 24th April 2024

Presentation Schedule: 1430 hr to 1645 hr IST (1100 hr to 1315 hr CEST)

Medium of presentation: Virtual MS TEAMS

Organised by: Emission Controls Manufacturers Association (ECMA), India

**ECMA Participants: See Annexure-A – List of Attendees** 

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# A. Agenda and brief outline of the presentation

#### Session 01 -

About AECC – objectives, team, key issues

- Euro 7 update for light-duty and heavy-duty vehicles
  - ✓ Steps involved for Euro 7 proposal from the start till the submission to European Council (EC) was presented highlighting the dates for the important stages
  - ✓ Implementation timelines, limits and other terms were presented which are submitted to EC
  - ✓ Formal adoption and publication are awaited.
  - ✓ AECC Fact Sheet was presented about <u>myths and truths</u> for Euro 7 pollutants limits for new vehicles in EU
  - ✓ definitions of geofencing, OBM and EVP were explained, which are new terms in Euro 7
    proposal

#### Session 02 -

- AECC demonstrator programmes for Light-duty (gasoline & diesel) and heavy-duty diesel vehicles
  - ✓ AECC demonstrator projects on LD Gasoline, LD Diesel and Heavy-duty diesel were briefly presented covering
  - ✓ New Emission control techniques/systems were used on the base vehicles to demonstrate the feasibility of achieving ultra-low emissions under real-driving and coldstart conditions, specially focusing on NOx for LDV and NOx and Particle number for HDV, keeping Euro 7 limits as target
  - ✓ Emission performance with other fuels such as E10, e-gasoline, HVO, e-diesel were also presented
  - ✓ Potential of CO2 reduction on TtW and WtW basis were also presented for LDV-gasoline and HDV with different fuels

#### Session 03 -

- CO2 review and CO2 neutral fuels for LD and HD
- H2-ICE
- NRMM
- Automotive Life-Cycle Assessment (A-LCA)

## B. General:

- It was informed that AECC is a part of informal working group of A-LCA at UNECE. AECC will extend its Well-to-Wheel study to A-LCA for LDV and HDV
- AECC shared the presentation in pdf form (52 slides) to ECMA for further distribution to the participants.
- Presenter suggested the participants to browse the links provided in the slides for further studies.

# C. Summary of Questions asked during the presentation

(may not be in the verbatim format as asked)

- 1. What is the concept of "geofencing" and how does it impact us?
- 2. How a driver will know that he/she is entering into a zero-emission zone and what type of indications or warnings will be provided to the driver in that case.
- 3. In addition to focus on NOx emission study for LD demonstrator projects, what was the performance as regards PM and PN.
- 4. Euro 6 limits and Euro 7 limits are more or less similar for LDV segment except that PN-10 is introduced in place of PN-23, as the loading will go up. What could be the additional cost estimate for the Euro 7 exhaust after-treatment system for LD-gasoline and LD-diesel owing to new PN specifications and revised boundary conditions for RDE.
- 5. What is the extent of effectiveness of emission reduction with the introduction of Euro6 technology vehicles justifying the investment in technology and other areas are concerned? Was any assessment done of this aspect while preparing Euro 7 proposal OR demanded by any automotive industry/vehicle manufacturers association?
- 6. Is AECC disappointed since the limits for Euro7 for LD has been kept more or similar as that of Euro6e.
- 7. Is there any capping on fuel enrichment in the draft proposal of Euro 7?
- 8. Is there any OBD or OBM requirements for off-highway segment?
- 9. Regeneration Adjustment Factor (ki) has been declared in the Euro 6d procedure and to be measured as per NEDC or WLTC cycle. Is it same for Euro 7, in the situation that now emissions are required to be within limits in all conditions? And whether it is as per RDE rather than basis of any specific test cycle? This question is related to diesel vehicles.
- 10. Based on the results presented for HD RDE demonstrator project, is it going to be mandatory to use Electrically Heat Catalyst (EHC) for HDV-diesels, specifically concerning to clod-start emission controls.

|    | Meeting ended with vote of thanks to the presenter and the participants  Annexure A- List of attendees |
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| L. | [Report by Neel Marathe, ECMA dt 26 <sup>th</sup> April 2024]  |

# <u>Annexure A:</u> List of Attendees from ECMA (as captured during the meeting)

| #  | Member Company                              | Name                      | Designation  | Mobile no   | email  |
|----|---|---------------------------|--|-------------|--|
| 1  | Albonair India Pvt Ltd                      | G. Kavin Shyam Raj        | AGM, Sourcing  | 7299016707  | kavin.shyamraj@albonair.co.in                      |
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| 7  | Alkegen                                     | Mr Avinash Khatal         | Engineer, Application Engineer                             | 9959100722  | AKhatal@alkegen.com                                |
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| 10 | Bosch Limited                               | Vinod C                   | Senior Manager, PS-SB/ENS-IN.<br>(Engineering System, EAT) | 9611921041  | vinod.ch@in.bosch.com                              |
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| 12 | Bosch Limited                               | Arun N.                   |  |             |  |
| 13 | Bosch Limited                               | Vinod Ch.                 |  |             |  |
| 14 | Corning India                               | S K Singh                 | Commercial Director, India                                 | 9971109883  | singhsk2@corning.com                               |
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| 17 | Dinex Emissions solution<br>India Pvt. Ltd, | Mr. Karthik T M           | Engineering manager  | 9986026932  | KTM@DINEX.IN                                       |
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| 38 |   | Chandra Gowda             |  |             |  |

| 39 |      | Pralhad       |                    |               |                           |
|----|------|---------------|--------------------|---------------|---------------------------|
| 40 |      | Girish        |                    |               |                           |
| 41 |      | Harilal K S   |                    |               |                           |
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