

# Method For Applying Emission Degradation Correction Factors To The COPERT 5 NOx Emission Factors For Petrol Cars and LGVs

Prepared by Ricardo Energy & Environment for the Department for Environment, Food and Rural Affairs (Defra)

NAEI reference ED62553001

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**Date:** 08 December 2017

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# 1 Overview

Emission degradation is only taken into account for petrol cars and LGVs. It is also only used to adjust emission factors for Euro 1-4 vehicles, there being no degradation factors to use for Euro 5 and 6 vehicles. There are also no degradation corrections to make for diesel cars and LGVs.

The method assumes a linear rate of change in  $\text{NO}_x$  emission factor with increased accumulated mileage. The change is in a positive direction for all Euro standards.

The approach involves using a linear equation to work out a degradation correction factor for a given accumulated mileage using coefficients given by COPERT 5. For Euro 1 and 2 petrol cars, there is just one set of coefficients to use for all engine sizes. For Euro 3 and 4 cars, there is a separate set of coefficients for cars  $\leq 1.4\text{l}$  and for cars  $>1.4\text{l}$ .

For all these vehicle classes, there is a set of coefficients to work out a degradation factor to be used for speeds  $<19$  kph and another set for speeds  $>63$  kph. For intermediate speeds, an interpolation method is used to calculate a degradation factor.

The degradation correction factor is multiplied by the emission factor calculated from the speed-emission coefficients. The degradation factors increase with increasing accumulated mileage, but only up to a limit of 120,000km for Euro 1 and 2 cars and 160,000km for Euro 3 and 4 cars. At mileages above this, the value of the correction factor given at these mileages stays constant.

## 2 Source of accumulated mileage data

It is unlikely a user would have accumulated mileage data for cars in the fleet, but some typical average values for each Euro standard and model year are provided already with an older set of emission factors published by DfT. Go to <https://www.gov.uk/government/publications/road-vehicle-emission-factors-2009>

Go to the spreadsheet 'Mileage fuel scaling factors.xls'. Do not use the scaling factors for NO<sub>x</sub> in this spreadsheet, but go to the tab 'AvgMileage'. Average mileage by mid-year data can be found in columns AR to CA. These provide the average accumulated mileage (in km) for each Euro standard reached by each year up to 2030.

In the worked example that follows, we will estimate the degradation correction factor for a 1.4-2.0l Euro 4 petrol car in 2015. The DfT data shows the average accumulated mileage is **110,328 km** for 2015.

## 3 Using the emission factor calculation spreadsheet provided by the NAEI

A template is included in the spreadsheet, 'rtp\_Copert5\_NOxEFs\_final.xlsx' (all based on COPERT 5) for deriving the degradation correction factors. See the 'Emis Degradation' tab.

### ***Worked example: Scaling factor for a 1.4-2.0l Euro 4 petrol car in 2015***

Enter the accumulated mileage data in cell **L65** and the speed in cell **L66**. Select Engine size >1.4l in drop down menu cell **L67**

**Using a speed of 15 kph gives a scaling factor of 1.372.**

**Using a speed of 45 kph gives a scaling factor of 1.152**

**Using a speed of 80 kph gives a scaling factor of 1.000**

In fact, you will notice from the equations that for a car  $\leq 1.4l$ , the scaling factor is 1.000 at all speeds, so for these Euro 4 (and 3) vehicles, there is no need to apply a scaling factor.

Similarly, you will notice from the equations that for a car of any engine size, the scaling factor is 1.000 for all speeds  $> 63$  kph

## 4 How are these scaling factors calculated?

The equations are shown in the spreadsheet of NO<sub>x</sub> emission factors provided (all based on COPERT 5). See the 'Emis Degradation' tab. They are also shown below.

Table 1: Emission degradation due to vehicle age for Euro 1 and Euro 2 petrol cars and LGVs

$MC = A_M \times M_{MEAN} + B_M$	Engine Size [litre]	Average mileage [km]	$A_M$	$B_M$ (Value at 0km)	Value at ? 120,000 km
Correction for speed (V) < 19 km/h ( $MC_{URBAN}$ )					
NO <sub>x</sub> - $MC_{URBAN}$	ALL	44931	1.60E-05	0.282	2.2
Correction for speed (V) > 63 km/h ( $MC_{ROAD}$ )					
NO <sub>x</sub> - $MC_{ROAD}$	ALL	47186	1.22E-05	0.424	1.89

Table 2: Emission degradation due to vehicle age for Euro 3 and Euro 4 petrol cars and LGVs

$MC = A_M \times M_{MEAN} + B_M$	Engine Size [litre]	Average mileage [km]	$A_M$	$B_M$ (Value at 0km)	Value at ? 160,000 km
Correction for speed (V) < 19 km/h ( $MC_{URBAN}$ )					
NO <sub>x</sub> - $MC_{URBAN}$	<=1.4	31313	0	1	1
	>1.4	16993	3.99E-06	0.932	1.57
Correction for speed (V) > 63 km/h ( $MC_{ROAD}$ )					
NO <sub>x</sub> - $MC_{ROAD}$	ALL	26150	0	1	1

Table 3: Emission degradation correction factor as a function of speed

Speed - V [km/h]	Mileage correction - $M_{CORR}$ [-]
< 19	$MC_{URBAN}$
≤ 63	$MC_{ROAD}$
> 19 and < 63	$MC_{URBAN} + (V-19) \times (MC_{ROAD} - MC_{URBAN}) / 44$

These equations are taken directly from the [2016 EMEP/EEA Emissions Inventory Guidebook road transport chapter](#).

The coefficients are for an equation of type:  $y = Am + B$ , where y = correction factor and m = mileage:

For a 1.4-2.0l Euro 4 petrol car:

Speed (kph)	A	B	Value at >160,000km
<19	3.986E-06	0.932	1.57
>63	0	1	1.00

So, at 15 kph,  $y = 3.99E-06 \times 110,328 + 0.932 = 1.372$  (as shown above).

So, at 80 kph,  $y = 0 \times 110,328 + 1 = 1.000$  (as shown above)

For the 45 kph speed, a slightly more complex interpolation-based algorithm is used, as shown in the Table 3 above.

This table shows that if the mileage correction at speeds < 19kph is called  $MC_{urban}$  and the mileage correction at speeds >63 kph is called  $MC_{road}$ , then the mileage correction at intermediate speeds is calculated:

$$M = MC_{urban} + \frac{(V - 19) \cdot (MC_{road} - MC_{urban})}{44}$$

So, as calculated above  $MC_{urban} = 1.372$  and  $MC_{road} = 1.000$  and  $V = 45$ , then this equation leads to **M = 1.152 (as shown above)**.

Note, from these functions a value of 1.57 is calculated for a mileage of 160,000km and speeds <19 kph and this value should be used for all mileages above 160,000km, i.e. there is no further increase in the scaling factor. This maximum value is shown in the right-hand column of the tables.

The functions for other Euro standards and engine sizes are given in the spreadsheet provided.

## 5 Application of mileage degradation correction factors to emission factors

The degradation correction factors are simply multiplied by the emission factor calculated for the given speed.

Using this example, the base speed-emission equations given in the spreadsheet provided gives the following base emission factors for a 1.4-2.0l Euro 4 petrol car at 15, 45 and 80 kph:

NOx EF (g/km)	15 kph	45 kph	80 kph
1.4-2.0l Euro 4 petrol car	0.08421	0.04959	0.02536

So, applying the mileage degradation correction factors calculated at these speeds, in combination with the accumulated mileage provided by the DfT data (110,328 km) the overall emission factor for the vehicle in 2015 is:

	15 kph	45 kph	80 kph
Correction factor for 2015	1.372	1.152	1.000
<b>Emission factor in 2015 (g/km)</b>	0.1155	0.0571	0.02536