

Common ways carmakers manipulate tests for CO₂ emissions and fuel economy

Disconnecting the alternator prevents the battery from charging, and reduces energy use.

LABORATORY

Carmakers can optimise the engine controls to reduce emissions.

LABORATORY

Careful lubrication and use of special lubricants help the car run more efficiently.

LABORATORY

Altering wheel alignment reduces rolling resistance

ROAD

Fitting special tyres with a lower rolling resistance.

ROAD

Overinflating the tyres reduces rolling resistance

ROAD

Using higher gears can allow the engine to operate more efficiently than normal.

LABORATORY

Taping over indentations or protrusions on the body reduces aerodynamic drag.

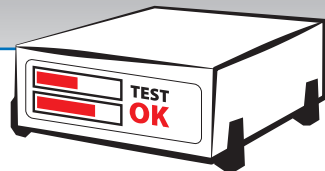
ROAD

Pushing the brake pads fully into the callipers reduces rolling resistance.

ROAD LABORATORY

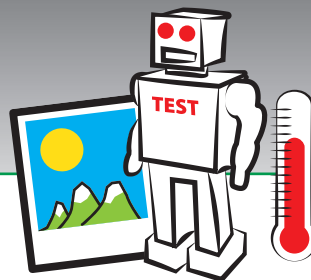
The rolling road is programmed with the minimum weight or inertia class.

LABORATORY



Laboratory instrumentation

LABORATORY



Optimising the test drive & Ambient conditions

LABORATORY ROAD



Taking advantage of test tolerances and Adjusting the results Header

LABORATORY ROAD

CO₂ results declared by the manufacturer can to be up to 4% below the actual test results.

LABORATORY