Figure S1. EU-28 fleet distribution by fuel type and engine capacity [cc] in 2016. EU-28 data source: EUROSTAT, 2018.
Figure S2. Top panel: cumulative NOx emission [g], ambient temperature [°C], and cumulative EGR rate on two RDE-compliant tests done on the same route on D6 in the morning and in the afternoon. Central panel: GPS vehicle speed from both tests [km/h]. Bottom panel: overview of test characteristics per bin: average speed [km/h], dynamicity (expressed as the 95th percentile of speed*positive acceleration [m²/s³], CO₂ EF [g/km], and NOx EF [mg/km].
Figure S3. Boxplot of emission factors per diesel vehicle for complete tests a) NOx [mg/km], b) PN [#/km], and c) CO2 [g/km]. The box represents the 1st and 3rd quartile, the green line is the median, the red diamond is the mean, and the black circles are data points beyond the interquartile range. The number in the label is the vehicle code as in Table 1, and the number in brackets is the number of tests performed on that vehicle. Note that a) the y-axis is broken in two sections.
Figure S4. CO₂ [g/km] emission as function of the engine power [kW] per diesel vehicle for complete tests.
Figure S5. Boxplot of emission factors per gasoline vehicle for complete tests a) NOx [mg/km], b) PN [#/km], and c) CO2 [g/km]. The box represents the 1st and 3rd quartile, the green line is the median, the red diamond is the mean, and the black circles are data points beyond the interquartile range. The number in the label is the vehicle code as in Table 1, and the number in brackets is the number of tests performed on that vehicle.
Figure S6. Ratio of the CO EF over WLTC extra-high over CO EF over EUDC, and ratio of the CO EF over RDE motorway over CO EF over EUDC for all gasoline vehicles.