Development of particulate reduction technology for future emission regulation

Emission legislation targets are becoming increasingly more challenging and especially the future implementation of the Real Driving procedure has introduced perplexity in the automotive field on the development route to achieve emissions limits while complying with CO2 target within acceptable costs. Trend forecasting for Europe to 2030 indicates a decrease in Diesel share from 54 to 18% in favour of Gasoline achieving 67%. Even globally, pure and HEV gasoline light vehicle would constitute the largest market share in 2030 (52%) [1]. In the scenario till 2030 pure and hybrid gasoline vehicle will play an important role in both European and global markets, for this reason emissions compliance is an issue that cannot be underestimated nor easily addressed by mere fleet strategies.