

Consumption calculation of vehicles using OBD data

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Abstract

The European type approval procedure, based on a fixed driving cycle for all vehicles, is not representative of their real on-road usage: the driving style and its influence on consumption and emissions cannot be neglected and their real-world environmental impact is not simple to measure.

The objective of this work is to develop a methodology to calculate in real-time the energy and environmental impact of spark ignition and diesel vehicles.

An on-board instrumentation capable to communicate with the electronic system of the vehicle (OBD/CAN) have been developed to collect all the sensor data available (rpm, vehicle speed, engine load, lambda sensor voltage, catalyst temperature, intake airflow, pressure and temperature etc.) and use them as input for power and consumption models.

The models have been applied on several vehicles and validated on a dynamometer chassis running NEDC and ARTEMIS cycles. Consumption has been measured with the CVS and with a portable emission analyzer (HORIBA OBS-1300).

A calibration procedure has been also developed in which 3 tests on a dynamometer chassis are needed: the maximum power curve, the curve at idle and a curve at fixed rpm varying the engine load. For spark ignition engines, an additional test should be needed to calibrate a coefficient that takes into account of the enrichment during accelerator pedal gradients, but this coefficient is not much variable for different vehicles (~10).

All the vehicles show a difference between measurements and models never greater than 4% so this can be an accurate methodology to calculate the power and consumption of vehicles during their real use.

Keywords: Instantaneous Vehicle Consumption, Engine Power, OBD, On-Board Data Collection.

Consumption Calculation Of Vehicles Using Obd Data

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