

Low Emission Bus Scheme Certificate

Customer:	Volvo Bus Corporation				
Customer Address:	Wedgnock Lane, Warwick, CV345YA				
Test Purpose:	LEB certificate for Volvo 7900 Electric			DYNAMOMETER SETTINGS	
Vehicle Manufacturer:	Volvo	Unladen weight (kg)	12060.0	Test Weight	13182 [†] kg
Vehicle Type & Number:	7900E Electric	Gross Weight (kg)	18000.0	F ⁰	114.00 N
Engine:	Electric Motor	Seated Capacity	33	F ¹	2.0760 N/kmh
Transmission:		Passenger Capacity	83	F ²	0.1559 N/kmh ²
Euro VI certificate Y/N	N/A	GVW CHECK	OK	F ³	0.000000 N/kmh ³

Declared fuel, properties and source plus carbon conversion factors

Net Heating Value: Diesel	N/A	MJ / Litre	Fuel Provider	UK Renewable Energy
Well-to-Tank Factor: Diesel	N/A	g CO2e / MJ	WTT evidence	UK GHG reporting factors 2016
Well-to-Tank Factor: Electricity	0.00	g CO2e / MJ	Fuel Type*	100% Renewable Electricity

Emissions and Energy consumption results from approved test facility - Average 3 tests

Test Phase	HC (g/km)	CO (g/km)	NOx (g/km)	PM (g/km)	CO ₂ (g/km)	CH ₄ (g/km)*	N ₂ O (g/km)*	Energy Consumption (KWhr)	Electrical Energy Consumption (kWh/ 100 km)
Rural	0.00	0.00	0.00	0.000	0.00	0.000	0.000	5.86	78.8
Outer London	0.00	0.00	0.00	0.000	0.00	0.000	0.000	5.45	83.3
Inner London	0.00	0.00	0.00	0.000	0.00	0.000	0.000	2.69	105.6
MLTB Average	0.00	0.00	0.00	0.0000	0.00	0.000	0.000	8.13	89.6
LUB Average	0.00	0.00	0.00	0.0000	0.00	0.000	0.000	14.00	84.7

Zero Emissions (Z.E.) Range: Energy consumption and charging efficiency

Total measured energy consumed on vehicle (kWh)	31.10	Distance in Z.E. mode (km)	39.29	Usable Battery Capacity (kWh)	31.1
Measured grid energy during charging (kWh)	33.00	Charging efficiency (%)	94%	Max Theoretical Z.E. Range (km)	38.4 [†]

Total Tank-to-Wheel GHG CO₂ equivalent

Test Phase	CO ₂ (g/km)	CH ₄ (g/km x 25)*	N ₂ O (g/km x 298)*	Fuel TTW** GHG (CO ₂ Equivalent g/km)
Rural	0.00	0.000	0.00	0.00
Outer London	0.00	0.000	0.00	0.00
Inner London	0.00	0.000	0.00	0.00
MLTB	0.00	0.000	0.00	0.00
LUB Total Average	0.00	0.000	0.00	0.00

Calculated total Well-to-Wheel GHG CO₂ equivalent emissions over test

Test Phase	Fuel Energy (MJ / km)	Fuel WTT*GHG Emissions (g CO ₂ e / km)	Electrical Energy (MJ / km)	Electricity WTT* GHG Emissions (g CO ₂ e / km)	Measured Fuel TTW** GHG Emissions (g CO ₂ e / km)	Total WTW*** GHG Emissions (g CO ₂ e / km)
Rural	0.00	0.00	2.84	0.00	0.00	0.00
Outer London	0.00	0.00	3.00	0.00	0.00	0.00
Inner London	0.00	0.00	3.80	0.00	0.00	0.00
MLTB	0.00	0.00	3.22	0.00	0.00	0.00
LUB Total Average	0.00	0.00	3.05	0.00	0.00	0.00

Data Generated by (On behalf of Test facility):	Insert Date	Data Approved by:	Insert Date
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Low Emission Bus Certificate Summary

GHG Well-to-Wheel	0.0	g CO ₂ e / km
Euro V Average Diesel Equivalent	1261.9	g CO ₂ e / km
WTW GHG saving (compared with Euro V diesel equivalent)	1261.9	g CO ₂ e / km
% WTW GHG saving (compared with Euro V diesel equivalent)	100%	g CO ₂ e / km
Max Theoretical Zero Emission Operating Range (km)	38.4 [†]	km
WTW CO ₂ per passenger km (@ Max Pass Capacity)	0.0	g CO ₂ e/pass km
Approved as Low Emission Bus? (15% saving or more)	YES	

* WTT : Well-to-Tank ** TTW : Tank-to-Wheel *** WTW : Well-to Wheel

COMMENTS: Measured grid energy consumption has been calculated based on the consumed battery energy and charging efficiency of plug-in hybrid bus. Updated 6 June 2016 with latest DECC carbon emission factors. [†] Updated 19 Oct 16 with adjustment to GHG Well-to Wheel and Z.E. range to reflect test weight increase for 25% pax load - original test weight too low

Test Numbers:	15R424-426 (27.11), 15R427-429 (27.11), 15R430-432 (27.11).	WTT Factors Published:	6th June 2016
Certificate approved by:	On behalf of Bus manufacturer	Certificate Approved by:	On behalf of LowCVP/DJT