

**Investigating eco-driving technology to
reduce fuel consumption and
emissions by using an on-board safety
device in diesel commercial vehicles in
Hong Kong**

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the degree of

Doctor of Philosophy

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Certificate of Original Authorship

I, Ng Cheuk Yin, Elvin, declare that this thesis is submitted in fulfilment of the requirements for the award of Doctor of Philosophy, in the School of Civil and Environmental Engineering of Faculty of Engineering and Information Technology at the University of Technology Sydney.

This thesis is wholly my own work unless otherwise referenced or acknowledged. In addition, I certify that all information sources and literature used are indicated in the thesis.

This document has not been submitted for qualifications at any other academic institution.

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Contents

Certificate of Original Authorship.....	i
Acknowledgements	ii
List of Publications.....	vii
List of Tables	ix
List of Figures	xiii
Definitions and Abbreviations.....	xvi
Abstract	xx
1. Introduction	- 1 -
1.1 Research background and its contribution to knowledge	- 1 -
1.2 Research objectives and methodology	- 4 -
1.3 Thesis outline	- 6 -
2. Literature review	- 8 -
2.1 Fuel consumption and air pollution from vehicles	- 8 -
2.2 Safe driving and eco-driving behaviors	- 10 -
2.3 Factors of eco-driving technology	- 12 -
2.3.1 Driving speed	- 13 -
2.3.2 Acceleration and deceleration	- 15 -
2.3.3 Idling	- 17 -
2.3.4 Route choice.....	- 19 -
2.3.5 Other factors (vehicle accessories).....	- 23 -
2.3.6 Comparison of eco-driving factors.....	- 24 -

2.3.7	The limitations of eco-driving.....	27 -
2.4	Experimental testing methods for eco-driving (light, medium & heavy goods vehicles)	28 -
2.4.1	Laboratory experiments	29 -
2.4.1.1	Engine dynamometer.....	29 -
2.4.1.2	Chassis dynamometer.....	32 -
2.4.1.3	Driving simulator	34 -
2.4.2	On-road experiments	36 -
2.4.2.1	On-board measurement - PEMS	36 -
2.4.2.2	On-board data logger.....	39 -
2.4.2.3	Odometer reading and fuel use.....	40 -
2.4.2.4	Surveys	41 -
2.4.3	Numerical modelling and data analysis	42 -
2.5	Comparison of research methods and their applications	44 -
2.6	Knowledge gaps	47 -
3	Experimental setup of on-road emissions experiment	50 -
3.1	Test rig for investigating of the effectiveness of on-board safety device on driving behavior	50 -
3.1.1	Test vehicles and driving route	51 -
3.1.2	On-board safety device	56 -
3.1.3	Portable emissions measurement system	61 -
3.1.4	Data analysis using VSP methodology	64 -
3.2	Test rig for investigating the effectiveness of safety device for experienced and less-experienced drivers	66 -
3.2.1	Test vehicle and driving route.....	66 -
3.2.2	Test drivers.....	70 -

3.2.3	Portable emissions measurement system	- 74 -
3.2.4	On-board safety device	- 80 -
3.2.5	Data analysis using VSP methodology	- 84 -
4	Effects of an on-board safety device on driving behavior (and fuel consumption and emissions) of two diesel commercial vehicles	- 85 -
4.1	Effects of safety device on driving performance	- 85 -
4.2	Distribution of average travelling time over VSP mode	- 89 -
4.3	Effects of safety device on fuel consumption and exhaust gas emissions	- 91 -
4.4	Summary	- 101 -
5	Reducing vehicle fuel consumption and exhaust emissions from the application of a safety device under real driving	- 103 -
5.1	Effects of on-board safety device on driving performance	- 103 -
5.2	Distribution of travelling time over different VSP mode	- 116 -
5.3	Effects of on-board safety device on fuel consumption and exhaust gas emissions	- 124 -
5.4	Summary	- 141 -
6	Conclusions and future work	- 144 -
6.1	Conclusions	- 144 -
6.1.1	Limitations of this study.....	- 147 -
6.2	Recommendations on new control functions for the on-board safety device	- 148 -

6.3	Suggestions for future work	- 150 -
	References	- 153 -

List of Publications

Journal articles

- [1] **Elvin C.Y. Ng**, Y. Huang, G. Hong, et al. Reducing vehicle fuel consumption and exhaust emissions from the application of a green-safety device under real driving. *Science of the Total Environment* 2021; 793: 148602. (IF=7.963, SJR Q1)
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- [3] Y. Huang, **Elvin C.Y. Ng**, J. Zhou, et al. Impact of drivers on real-driving fuel consumption and emissions performance. *Science of the Total Environment* 2021; 798: 149297. (IF=7.963, SJR Q1)
- [4] Y. Huang, **Elvin C.Y. Ng**, J. Zhou, et al. Eco-driving technology for sustainable road transport: A review. *Renewable & Sustainable Energy Reviews* 2018; 93: 596-609. (IF=14.982, SJR Q1)

Conference proceedings

- [5] **Elvin C.Y. Ng**, Y. Huang, G. Hong, et al. Effects of an on-board safety device on the emissions and fuel consumption of a light duty vehicle. SAE conference paper - International Powertrains, Fuels & Lubricants Meeting 2018; 2018-01-1821. (SIR Q2)

[6] **Elvin C.Y. Ng**, Eco-driving - Fuel Saving Techniques, Eco-driving Seminar (Hong Kong SAR Environmental Protection Department), Invited talk, 19th of Jan 2018.

Other publications arising from this thesis

[7] Y. Huang, **Elvin C.Y. Ng**, Nic C. Surawski, et al. Large eddy simulation of vehicle emissions dispersion: Implications for on-road remote sensing measurements. *Environmental Pollution* 2020; 259: 113974. (IF=8.071, SJR Q1)

[8] Y. Huang, **Elvin C.Y. Ng**, Y.S. Yam, et al. Impact of potential engine malfunctions on fuel consumption and gaseous emissions of a Euro VI diesel truck. *Energy Conversion and Management* 2019; 184: 521-529. (IF=9.709, SJR Q1)

Successful grants

[9] **Elvin C.Y. Ng (Principal Investigator)**, Y. Huang and Eddy F.C. Chan. Evaluation of eco-driving technology for reducing fuel consumption and emissions. Environment and Conservation Fund (Project No.: ECF Project 56/2018), HK\$496,193, (Completed in 2021).

List of Tables

Table 1: Driving parameters included in each eco-driving factor.	- 25 -
Table 2: Comparison of eco-driving research methods.	- 45 -
Table 3: Registered diesel vehicles in Hong Kong for 2015 and 2020 [143, 144].-	53 -
Table 4: The specifications of the test vehicles.	- 53 -
Table 5: Characteristics of road types tested.	- 55 -
Table 6: Environmental conditions during the experiments.	- 56 -
Table 7: Specifications of the on-board safety device.	- 59 -
Table 8: The specifications of the EMS 5003 emissions gas analyzer.	- 63 -
Table 9: Key parameters collected by the PEMS.	- 63 -
Table 10: Vehicle specific power modal range [127].	- 65 -
Table 11: The specifications of the test vehicle.	- 68 -
Table 12: Characteristics of PEMS testing route.	- 70 -
Table 13: Details of test drivers (experienced and less-experienced drivers) recruited in the on-road emission tests.	- 72 -
Table 14: The driving pattern of on-road emission test experiments.	- 74 -
Table 15: The specifications of the AVL M.O.V.E Gas PEMS 493.	- 77 -
Table 16: The specifications of the AVL M.O.V.E PM PEMS 494.	- 77 -
Table 17: Key parameters measured and recorded by PEMS.	- 79 -
Table 18: Specifications of the on-board safety device.	- 83 -
Table 19: Types of warnings provided by the on-board safety device.	- 84 -
Table 20: Monitored driving data.	- 87 -

Table 21: Driving parameters of tested LGV and MGV between both monitoring stages. Data are presented in the format: average (minimum value - maximum value)....	- 88 -
Table 22: Averaged exhaust gas emission rates and fuel consumption of diesel LGV and MGV.	- 93 -
Table 23a: One-way repeated measures MANOVA for driving parameters of experienced drivers between trips with and without the on-board safety device.	- 107 -
Table 23b: One-way repeated measures MANOVA for driving parameters of less-experienced drivers between trips with and without the on-board safety device.	- 107 -
Table 23c: One-way repeated measures MANOVA for driving parameters of drivers' experience and stages with and without the on-board safety device.....	- 107 -
Table 24a: Summary statistics and paired t-tests for driving parameters of experienced drivers for stages 1 and 2.....	- 108 -
Table 24b: Summary statistics and paired t-tests for driving parameters of less-experienced drivers for stages 1 and 2.	- 109 -
Table 25a: One-way repeated measures MANOVA for warning parameters of experienced drivers between both monitoring stages.	- 113 -
Table 25b: One-way repeated measures MANOVA for warning parameters of less-experienced drivers between both monitoring stages.	- 113 -
Table 25c: One-way repeated measures MANOVA for warning parameters of drivers' experience and stages with and without the on-board safety device.....	- 113 -
Table 26a: Summary statistics and paired t-tests for warning parameters of experienced drivers for stages 1 and 2.....	- 114 -
Table 26b: Summary statistics and paired t-tests for warning parameters of less-experienced drivers for stages 1 and 2.	- 115 -

Table 27: Driving data between both monitoring stages. - 116 -

Table 28a: One-way repeated measures MANOVA for average time distribution over VSP modes of experienced drivers for both monitoring stages. - 118 -

Table 28b: One-way repeated measures MANOVA for average time distribution over VSP modes of less-experienced drivers for both monitoring stages..... - 118 -

Table 28c: One-way repeated measures MANOVA for average time distribution over VSP modes of drivers' experience and stages with and without the on-board safety device. - 118 -

Table 29: Comparison of average time distribution over VSP modes of experienced and less-experienced drivers between trips without (stage 1) and with (stage 2) the safety device..... - 122 -

Table 30a: Summary statistics and paired t-tests for average time distribution over VSP modes of experienced drivers for stages 1 and 2. - 123 -

Table 30b: Summary statistics and paired t-tests for average time distribution over VSP modes of less-experienced drivers for stages 1 and 2. - 123 -

Table 31a: One-way repeated measures MANOVA for averaged exhaust gas emission rates and fuel consumption of experienced drivers between both monitoring stages.... - 127 -

Table 31b: One-way repeated measures MANOVA for averaged exhaust gas emission rates and fuel consumption of less-experienced drivers between both monitoring stages. - 127 -

Table 31c: One-way repeated measures MANOVA for averaged exhaust gas emission rates and fuel consumption of drivers' experience and stages with and without the on-board safety device..... - 127 -

Table 32a: Summary statistics and paired t-tests for exhaust gas emission rates and fuel consumption of experienced drivers for stages 1 and 2. - 128 -

Table 32b: Summary statistics and paired t-tests for exhaust gas emission rates and fuel consumption of less-experienced drivers for stages 1 and 2..... - 128 -

Table 33a: One-way repeated measures MANOVA for fuel consumption and exhaust emissions of experienced drivers for both monitoring stages. - 138 -

Table 33b: One-way repeated measures MANOVA for fuel consumption and exhaust emissions of less-experienced drivers for both monitoring stages..... - 138 -

Table 34a: Summary statistics and paired t-tests for fuel consumption and exhaust emissions of experienced drivers in each group of the VSP modes between both monitoring stages. - 139 -

Table 34b: Summary statistics and paired t-tests for fuel consumption and exhaust emissions of less-experienced drivers in each group of the VSP modes between both monitoring stages. * Significance level = 0.05. - 140 -

List of Figures

Figure 1: Ranges of percentages of fuel savings and CO ₂ reduction contributed by each eco-driving factor* (Green bars show the minimum change and black bars show the maximum change).	- 26 -
Figure 2: Heavy-duty transient engine dynamometer test cell with a Euro V diesel bus engine in Hong Kong Jockey Club Heavy Vehicle Emissions Testing and Research Centre (JCEC).	- 30 -
Figure 3: Light-duty eddy current engine dynamometer test cell with a Euro 3 diesel engine in Hong Kong JCEC.	- 30 -
Figure 4: Light-duty transient chassis dynamometer in Hong Kong JCEC.	- 32 -
Figure 5: Heavy-duty transient chassis dynamometer in Hong Kong JCEC.	- 33 -
Figure 6: Driving simulator in Beijing University of Technology [116].	- 35 -
Figure 7: PEMS unit in Hong Kong JCEC.	- 37 -
Figure 8: A coach bus instrumented with PEMS.	- 38 -
Figure 9: An on-board data logger with the vehicle state information.	- 40 -
Figure 10: The LGV used for on-road emissions measurement.	- 52 -
Figure 11: The MGV used for on-road emissions measurement.	- 52 -
Figure 12: Experimental test route for on-road data collection (map sourced from Google Maps).	- 55 -
Figure 13: Block diagram of the on-board safety device.	- 60 -
Figure 14: Types of warnings provided by the on-board safety device.	- 60 -
Figure 15: Block diagram of a PEMS.	- 62 -

Figure 16: The 3.3 tonnes light goods vehicle used for on-road emissions experiment.	- 67 -
Figure 17: PEMS test route for on-road data collection (map sourced from Google Maps).....	- 69 -
Figure 18: Vehicle speed profile of the PEMS test route.	- 69 -
Figure 19: Vehicle speed profile of the NEDC and WLTC.....	- 70 -
Figure 20: AVL gas PEMS installed on the test vehicle.....	- 78 -
Figure 21: AVL PM PEMS installed on the test vehicle.	- 78 -
Figure 22: Test vehicle exhaust connected with the emissions gas sample line and exhaust flow measurement system.....	- 80 -
Figure 23: Working principle of the on-board safety device.....	- 83 -
Figure 24: Comparison of average time distribution over VSP modes of LGV between stages without (stage 1) and with (stage 2) the on-board safety device. Error bars are represented by the standard deviation.	- 90 -
Figure 25: Comparison of average time distribution over VSP modes of MGV between stages without (stage 1) and with (stage 2) the on-board safety device. Error bars are represented by the standard deviation.	- 91 -
Figure 26: The emissions of the LGV and MGV in each group of the VSP modes in both monitoring stages. Error bars are represented by the standard deviation.	- 99 -
Figure 27: The fuel consumption of diesel 5.5 tonnes LGV (a) and diesel 16 tonnes MGV (b) in each group of the VSP modes in both monitoring stages. Error bars are represented by the standard deviation.	- 100 -
Figure 28: Comparison of average time distribution over VSP modes of experienced drivers and less-experienced drivers without (stage 1) and with (stage 2) the on-board	

safety device. Error bars are the standard deviation..... - 117 -

Figure 29: The THC (a), CO (b), CO₂ (c), NO (d), NO₂ (e) and soot (f) emissions of the LGV for experienced and less-experienced drivers in each group of the VSP modes in both monitoring stages. Error bars are the standard deviation..... - 137 -

Figure 30: The fuel consumption of the LGV for experienced and less-experienced drivers in each group of the VSP modes in both monitoring stages. Error bars are the standard deviation. - 137 -

Definitions and Abbreviations

Acronyms

CAN	Control Area Network
CMOS	Complementary Metal-Oxide-Semiconductor
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
DCV	Diesel Commercial Vehicle
DOC	Diesel Oxidation Catalyst
DPF	Diesel Particulate Filter
ECU	Engine Control Unit
EEA	European Environment Agency
EGR	Exhaust Gas Recirculation
FID	Flame Ionization Detector
GHG	Greenhouse Gas
GPS	Global Positioning System
HC	Hydrocarbons
HGV	Heavy Goods Vehicle

HKEPD	Hong Kong Environmental Protection Department
HKSAR	Hong Kong Special Administrative Region
ICE	Internal Combustion Engine
JCEC	Jockey Club Heavy Vehicle Emissions Testing and Research Centre
LGV	Light Goods Vehicle
LPG	Liquefied Petroleum Gas
MGV	Medium Goods Vehicle
MPA	Mean Positive Acceleration
MANOVA	Multivariate Analysis of Variance
NDIR	Non-dispersive Infra-red
NDUV	Non-dispersive Ultra-violet
NEDC	New European Driving Cycle
NO	Nitric Oxide
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
O ₂	Oxygen
OBD	On-Board Diagnostics

PEMS	Portable Emissions Measurement System
PM	Particulate Matter
UNFCCC	United Nations Framework Convention on Climate Change
USDoE	United States Department of Energy
RDE	Real-Driving Emissions
RPA	Relative Positive Acceleration
RSP	Respirable Suspended Particulates
SCR	Selective Catalytic Reduction
THC	Total Hydrocarbons
VSP	Vehicle Specific Power
WLTC	Worldwide Harmonized Light Vehicles Test Cycle

Symbols

VSP_{LGV}	Vehicle specific power of LGVs
VSP_{MGV}	Vehicle specific power of MGVs
v	Vehicle velocity
a	Instantaneous vehicle acceleration
g	Gravity
\emptyset	Road grade
φ_{LGV}	Coefficient of rolling resistance term for LGV
φ_{MGV}	Coefficient of rolling resistance term for MGV

Abstract

Vehicle emissions have negative impacts on climate change, air quality and human health. The driver is the last major and often overlooked factor that determines vehicle performance. Eco-driving is a relatively low cost and driving-behavior-based method aimed to reduce vehicle fuel consumption and emissions. In this thesis, a safety device was installed on a suite of diesel commercial vehicles to assess its eco-driving capabilities. Because the on-board safety device provided real-time feedback to the driver on their driving performance, actioning of the warnings provided from the safety device could enable not only safety benefits to be achieved but potentially reductions in fuel consumption and emissions as well. Exploring the hypothesis that a safety device can simultaneously facilitate the reduction of fuel consumption and emissions is the principal contribution of this thesis.

To investigate the effects of driving behavior on fuel consumption and gaseous emissions of diesel goods vehicles, a portable emissions measurement system was installed on three target vehicles to measure real-driving emissions. In addition, driving and environmental parameters were recorded in the experiments. The on-board safety device installed on the test vehicle was used to record the number of warnings in two separate stages of testing. In the first stage, the number of warnings were recorded while the driver implemented their natural driving style. In the second stage, the number of warnings were recorded but real-time warnings were issued to the driver to improve their driving behavior. The experimental results were evaluated using the Vehicle Specific Power methodology to understand the effects of driving behavior on