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Dear {{voornaam}},

LONGRUN is steadily progressing towards the last stage of the project, which will feature for example extensive vehicle testing. Important exploitable results have emerged as well. A major milestone was reached with the establishment and first usage of the [LONGRUN simulation platform](#). The first modeling results from the tool are available too (very promising!). The LONGRUN simulation platform is a tool for the calculation of energy consumption and CO<sub>2</sub> emissions of vehicles using conventional, electric or hybrid powertrains and it is the only tool able to do a full LCA as well. It models the conventional and electrified components of a heavy-duty vehicle and simulates a virtual drive on a route. The goal is to provide a standardized way of calculating the energy consumption (fuel consumption) and corresponding CO<sub>2</sub> emissions.



Where can you find more information on LONGRUN? Our [website](#) provides you with up to date information on relevant topics, and we are present at events too. Last week LONGRUN was present at Aachen Colloquium where FEV and FORD presented the FORD e-axle development. In the coming weeks and months, the following events are where you can meet us: TRA2022 in Lisbon, EARPA conference and reception in Brussels, EUCAR 2022 in Brussels, Aachen colloquium 2023, and many others.

We invite you to check our results below and on the website, and to get back to us should you have any questions!

Enjoy the reading! Kind regards, Lukas Virnich, FEV, Project Coordinator

LONGRUN news and results

**Ford E-axle demonstrator at Aachen Colloquium**

Project partners Ford Otosan and FEV have designed and implemented an e-axle to the baseline truck, in order to reach the project targets of at least 10% energy saving and zero emission drive (NO<sub>x</sub>, CO<sub>2</sub>). [Read more...](#)



**Launching of the LONGRUN Simulation Platform**

In the LONGRUN simulation platform, all powertrain technologies that are not covered by the current VECTO version will be covered, offering to the OEM's the possibility to integrate customized new developed controls and components. [Read more...](#)

**LCA calculation tool**

LONGRUN Partners VUB and TUG have jointly developed a standalone LCA platform (GUI tool) for LCA calculations with a focus on lifetime carbon footprint (gCO<sub>2</sub>eq/km) and energy consumption (kWh/km). The tool profits from the large collection of LCA data and uses it along with vehicle specifications, consumption and TTW tailpipe emissions input from the LONGRUN simulation platform to generate detailed LCA results. [Read more...](#)

**VOLVO novel electric motor and energy savings potential**

Preliminary VECTO simulations show >10% energy savings is possible for VOLVO. [Read more...](#)

**DAF BTE Improvement**

Bringing all engine measures together a BTE of more than 50 % can be achieved when using HVO fuel. [Read more...](#)

**IRIZAR savings potential**

Simulation shows up to 7,59% of potential saving with hybridization and electrification. [Read more...](#)

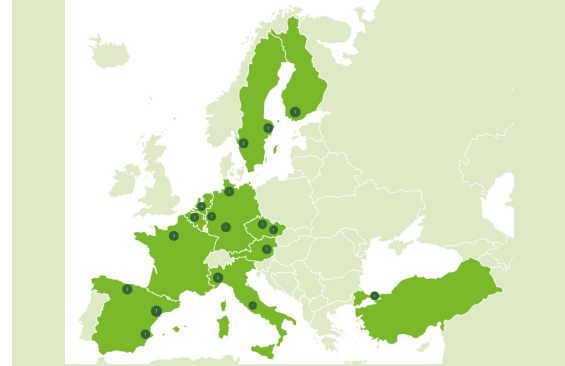
Facts & Figures

- **Full name:** Development of efficient and environmental friendly LONG distance powertrain for heavy dUty trucks and coaches
- **Project acronym:** LONGRUN
- **Start date:** 1 January 2020
- **Duration:** 42 months
- **Total budget and funding:** 25 M€

Impact

- [Total energy saving 10%](#)
- [NO<sub>x</sub> emission reduction](#)
- [ICE performance to increase to BTE 50%](#)
- [CO<sub>2</sub> emission reduction](#)

Project partners



Events

- [Aachen Colloquium \(10-12 October, 2022\)](#)
- [EARPA \(18-19 October, 2022\)](#)
- [TRA2022 \(14-17 November, 2022\)](#)



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