

## Newsletter IEA Bioenergy Task 37: 12/2017

Trucks & Cars

*The whole Task 37 team wishes you a merry Christmas and a happy new year.*

*May your work continue advancing the decarbonization of energy production and utilization.*

### **New Holland methane powered tractor gains ground**

The second generation T6.180 methane powered tractor prototype has completed extensive testing across Europe, while the first generation T6.140 has begun a new testing cycle in Brazil. The prototype has been extensively tested by customers in Italy, Spain, the UK, Germany, Denmark and the Netherlands as well as three young farmers from Portugal and Bulgaria. The compressed (bio-)methane is stored in nine tanks that are integrated into the overall design, with operational ground clearance as per standard models. The 52kg tank capacity delivers about half a day of autonomy during normal operation.

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### **Volkswagen announced new 1.0 TGI natural gas engine**

Volkswagen unveiled a 1.0-litre three-cylinder turbo that can run on compressed natural gas (CNG) at the 38th annual Vienne Engine Symposium. To make the new VW 1.0 engine even more environmentally friendly, a heating element cleverly integrated into the lambda probe (exhaust oxygen sensor) brings the catalytic converter to optimum operating temperature within 10 seconds of cold starting. The 1.0 TGI is designed for small cars, meaning it will be built into the new Polo first time with gas engine. It produces 66kW, and can run on either petrol or gas.

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### **Natural Gas Pathway Analysis for Heavy Duty Vehicles**

The study of the Energy Technology Institute, UK, provides insight into the potential greenhouse gas emissions savings by using natural gas in HDV's, assessing ways to optimise pathways, identifying technology innovation opportunities and any implication for the refueling infrastructure (Well-to-Motion) pathways relevant for heavy duty vehicles. The study focused on the GHG impacts of CO<sub>2</sub> and methane emissions without considering air quality benefits (NO<sub>x</sub> and N<sub>2</sub>O). Liquefied Natural Gas (LNG) and Compressed Natural Gas (CNG) have the potential to reduce Greenhouse Gas (GHG) emissions over the well-to-motion pathway by 13% (LNG) - 20%(CNG) for dedicated engines and 16% (LNG) - 24%(CNG) for High Pressure Direct Injection engines per vehicle in the 2035 timeframe in comparison to the reference baseline diesel pathway.

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